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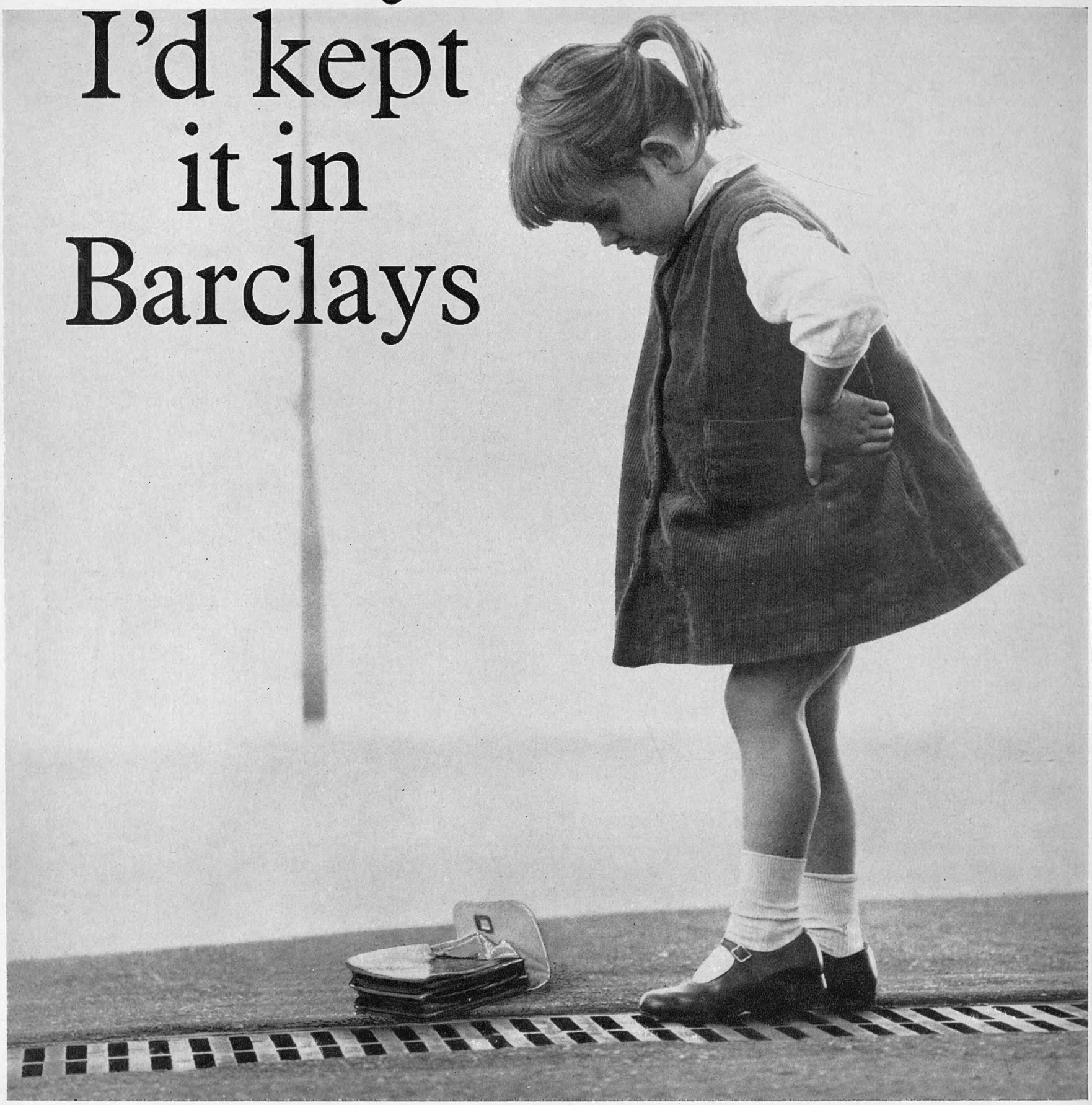

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Volume CCLVII. No. 3336 LONDON, May 9, 1964

THE SPHERE

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President Abdulla El Sallal, of the Republic of Yemen (left), talks with another officer while the Republic's Prime Minister, El Sayed Hammud El Jaefy (in the centre), looks on. Mr Jaefy was asked to form a new cabinet last week. Main news from the Yemen early this week was the alleged decapitation of two British soldiers. (See page 188)

YEMENI REPUBLICAN LEADERS CONFER

VISITS AND SPEECHES

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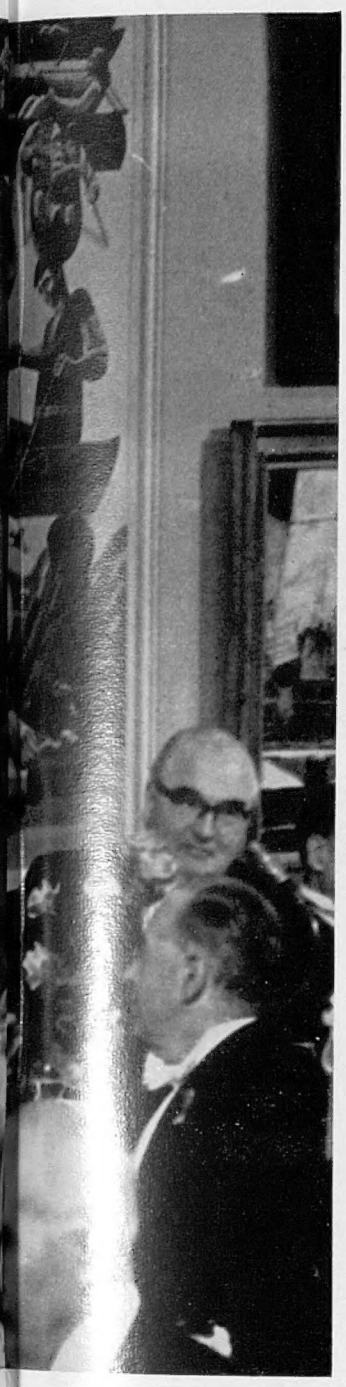
Above: At the Royal Academy's annual dinner in Burlington House, London, Sir Alec Douglas-Home replies to the toast of Her Majesty's Ministers, proposed by the President of the Royal Academy, Sir Charles Wheeler, sitting on his left. Behind the assembled guests and Academicians are some of the 1,218 works selected for the current RA Summer Exhibition. For the first time in nine years, Sir Winston Churchill, an Honorary Academician Extraordinary, did not attend the dinner. He had one landscape on show **Left:** Sir Giles Guthrie, the Chairman of BOAC, waves from the steps of a Vickers VC 10 airliner before its inaugural flight to Lagos, Nigeria, last week. The plane set a new record for the journey, flying the 3,100 miles in 5 hours 50 minutes. This beat the Boeing 707 record for the trip by 5 minutes



Left: General Mobutu, Commander-in-Chief of the Congolese Army, and his wife leave London after a 10-day visit as guests of the Government **Below:** Driving from Moscow Airport to the Kremlin are President Ben Bella of Algeria, Mr Khrushchev and President Brezhev of the Soviet Union. The visitor from North Africa was given an especially warm welcome. It was thought that Mr Khrushchev hoped Mr Ben Bella would influence the Afro-Asian nations in favour of Russia in the dispute with China

Left: Signor Aldo Moro, the Italian Prime Minister, is greeted at the House of Commons by the Hon Mrs Evelyn Emmett, MP. Signor Moro was on an official visit to Britain and had two rounds of talks with the Premier, Sir Alec Douglas-Home **Centre left:** Mr Dean Rusk, American Secretary of State, and Mr R. A. Butler, Britain's Foreign Secretary, confer in Washington. Both of them attended the Ministerial meeting of Cento (Britain, the United States, Iran, Pakistan and Turkey) in the American capital. There was much speculation about a passage relating to UN peace-keeping operations which was in the prepared text of Mr Butler's speech but which he omitted when addressing the conference. According to British sources, the explanation was that he was pressed for time

NEWS SUMMARY

American peace mission over Cyprus; borough election week in Britain; outrage in Yemen

188 **INTERNATIONAL**

Although it was generally quiet in Cyprus over the weekend because of the observance of the Orthodox Easter, there was a growing feeling in various parts of the world that every effort must be made to prevent the already bad situation deteriorating further. From Washington, President Johnson despatched Senator Fulbright, Chairman of the Senate Foreign Relations Committee, on a peace mission. After a day in London, where he was to meet Sir Alec Douglas-Home, Senator Fulbright was scheduled to go to Ankara and Athens. In both capitals he was to convey " the sense of urgency " felt in the United States regarding the need for the restoration of order in Cyprus.

Mr Erkin, the Turkish Foreign Minister, having been to the Cento meeting in Washington, was in London early this week. He was understood to be propounding to British ministers the Turkish view that the only solution for Cyprus was the separation of the Greek and Turkish communities under some form of federal constitution. (The Greek-Cypriots are strongly opposed to partition.)

Another possibility being mooted in London was an exchange of territory. If Cyprus was to go to Greece, then Turkey could be compensated with part of Eastern Thrace. Turkish-Cypriots wishing to leave the island would have the right to move to Turkish territory.

Also in London, speaking at a May Day rally last Sunday, Mr Harold Wilson called for tough action by British and UN troops on the island. The Leader of the Opposition suggested " the heaviest tanks " should be sent to dismantle strongpoints such as road blocks. Greek- and Turkish-Cypriot " irregulars " should be disarmed and either deported or interned.

As usual May Day was officially celebrated by countries with Left-wing governments. In Moscow Mr Khrushchev speaking at a Kremlin banquet warned the United States that its policies towards Cuba could " drag the world into the abyss of another world war." He denied he had ever agreed with President Kennedy that US reconnaissance flights over Cuba should be permitted. Earlier in the day, in the annual parade in the Red Square, Soviet rocket forces took the place of honour. A ground-to-air missile of a new type was seen in public for the first time. (Mr Khrushchev and Mr Ben Bella, see page 187. Castro's Cuba, pages 191-195.)

GREAT BRITAIN

Elections have been going on this week for local government bodies throughout England and Wales. If current political indications are correct, the Labour Party should recover the ground it lost in the borough elections of 1961. Polling was expected to be heaviest on Thursday, with elections for 82 county boroughs or large towns, 276 municipal boroughs and the 32 new Greater London boroughs.

In London, crowds jammed the streets in the East End as the West Ham football team drove home in triumph after defeating Preston by three goals to two in the FA Cup Final at Wembley on Saturday.

After his visit to the United States, King Hussein of Jordan was spending a few days privately in London. Scotland Yard Special Branch men strengthened their guard over him after warnings that there was going to be an attempt to assassinate the king.

Princess Margaret gave birth to her second child, a baby girl, on May 1. In the same week, on April 28, the Duchess of Kent also gave birth to a daughter. The Queen's fourth child was christened at Windsor on May 2.

Sir Giles Guthrie, Chairman of the British Overseas Airways Corporation, was early this week finishing off his report to the Minister of Aviation on putting the Corporation on a profitable footing. There was speculation that he might cut down BOAC's order for the new VC10s. Sir Giles became Chairman last November. When he took over from Sir Matthew Slattery the accumulated deficit was £80 million.

GREECE

Mr Tony Ambatielos, the former Greek Seaman's Union leader, was released from prison last week after serving 17 years for his part in the Greek Civil War. He was one of many political prisoners freed under the recent amnesty. His release ended the long campaign by his British-born wife for his freedom.

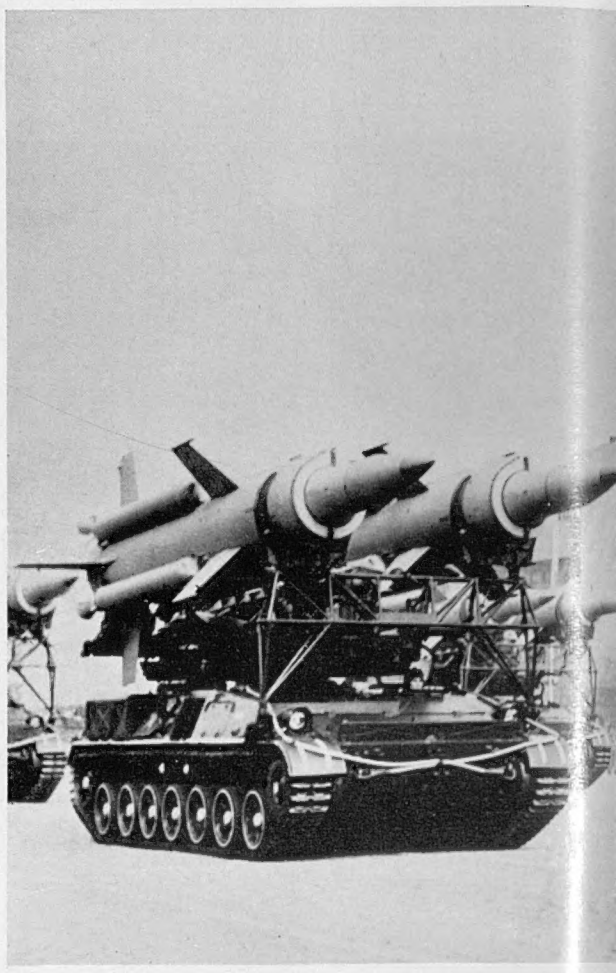
MIDDLE EAST

Britain last Sunday asked the United States if its legation in the Yemen town of Taiz could throw any light on reports of atrocities on British troops. Reports reaching the South Arabian Federation at the weekend said that the decapitated heads of two British soldiers had been publicly displayed in Taiz. Britain has no diplomatic relations with the Republic of Yemen. The soldiers were believed to have been on a nine-man patrol in the Dhala region of the Federation, near the border with the Yemen. A party of 50 rebellious tribesmen is said to have attacked and there was fierce hand-to-hand fighting in which the two men were killed and two others wounded. The rebels were reported to be dressed in khaki uniforms and carrying Russian-manufactured weapons. The alleged atrocities in Taiz follow closely on President Nasser's " Drive Britain from Aden " speeches. Immediate military reaction from Britain was to strengthen the Aden garrison by flying out 600 men of the Royal Scottish Borderers.

In Egypt preparations were being intensified as this week started to welcome Mr Khrushchev who, with President Nasser, is due to inaugurate the diversion of the Nile at the Aswan High Dam on May 15.

JAPAN

Britain's Foreign Secretary, Mr R. A. Butler, arrived in Tokyo from the United States last weekend. One of the main subjects in his discussions with Japanese Ministers was the Indonesian aggression against Malaysia and non-observance of the cease-fire. However it was reportedly agreed that the time was not yet appropriate for any initiative from an outside country such as Japan in the Malaysian-Indonesian dispute. Other themes in Mr Butler's talks were said to include China and Anglo-Japanese trade. (A picture of Mr Butler in Washington is on page 187.)



Above: Ground-to-air missiles of a new type, carried on self-propelled launchers, parade for the first time during the May Day celebration in Moscow

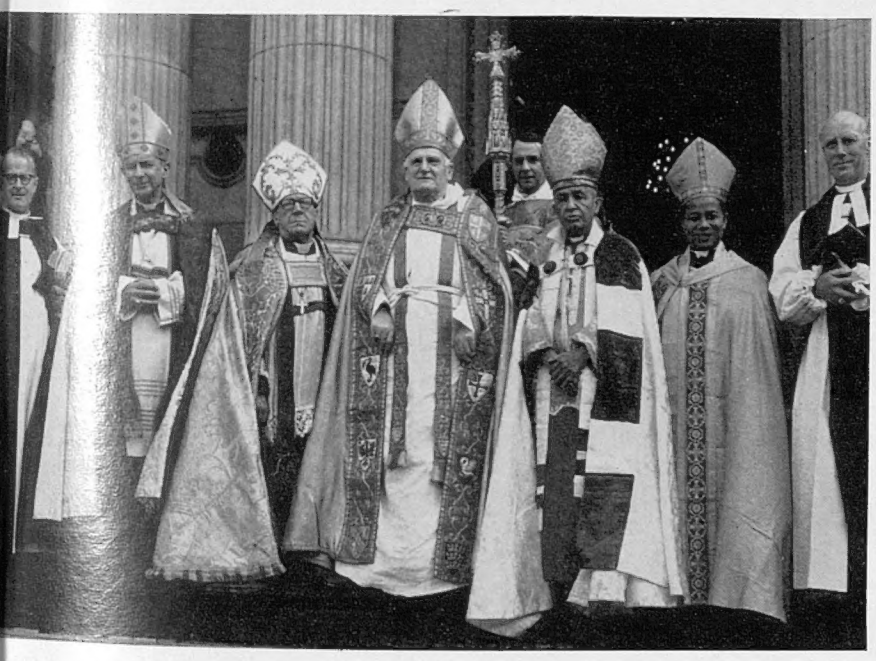
Above right: Northern Rhodesian Ministers in London for independence talks, from left to right: Mr M. Chowa; Mr Kenneth Kaunda, the Prime Minister; Mr A. Wina; Mr. S. Kapwepwe and Mr E. Mudenda

Below right: King Hussein of Jordan in London with the Prime Minister, Sir Alec Douglas-Home. The king was on a private visit

CENTRAL AFRICA

The Prime Minister of Northern Rhodesia, Mr Kenneth Kaunda, flew to London with several of his Ministers last week for talks on his country's Independence Constitution. The conference began last Tuesday. Independence day is expected to be October 24.

In the dispute with the British Government over his attendance at the Commonwealth Prime Ministers' Conference from July 8-15 in London, Mr Ian Smith, the Prime Minister of Southern Rhodesia, has conceded a point. He has now said that, if Britain wishes to consult the rest of the Commonwealth before Southern Rhodesia is invited, that is Britain's concern, but Mr Smith would still like an invitation. On Friday last week he rejected a suggestion that members of the UN special committee on colonialism should meet African political leaders from Southern Rhodesia in London. Mr Smith said in Salisbury that to agree to such a meeting would be to admit that the UN was competent to interfere in Southern Rhodesia's internal affairs.



Above: The Archbishop of Canterbury, Dr Ramsey, outside St. Paul's Cathedral, London, after consecrating the new Bishop of Kensington, the Rt. Rev. R. Goodchild (extreme left), and the new Bishop of Buckingham, the Rt. Rev. G. Cutts Pepys (extreme right). The other bishops who took part in the service are, from left: Rt. Rev. P. Jungs (Bishop of Deventer, Holland), the Most Rev. A. Rinkel (Archbishop of Utrecht); the Most Rev. Isabelo de Los Reyes (Supreme Bishop of the Philippine Independent Church), and the Rt. Rev. T. Pasco (the Bishop of Palawan)

Above: On the occasion of her 55th birthday Queen Juliana of the Netherlands waves from a flower-bedecked car outside the Royal Palace at Soestdijk. Her husband, Prince Bernhard, is driving, and in the back are their children, Princesses Beatrix, Margriet and Christina. The welcome by the Dutch people was especially warm this year because they were aware of the strain put on the Queen by the recent marriage of her daughter Princess Irene to Prince Hugo Carlos, a Roman Catholic and a pretender to the Spanish throne. The Queen did not attend the wedding

A REDUCTION IN NUMBERS

190 "It is an insult to Africa to read cold war policies into every move towards African unity." Thus spake President Nyerere to the Tanganyika National Assembly on the eve of the formal unification of Tanganyika with Zanzibar to make the "Tanzan" republic. Although some commentators have found this attitude slightly disingenuous, his words are rooted in one plain fact which those who have been feverishly measuring the political temperature of the new union have tended to overlook.

This fact is that the number of independent African states has been reduced (from 34 to 33) for the first time since the whole trend to "independence" started back in the '50's. For the first time sovereignty has been surrendered voluntarily, and a totally unviable state that, in reason, should never have existed in the first place, has been eliminated. When one considers Zanzibar's fragile one-crop economy, and that crop a spice in dwindling demand, one can only assume that the British Government was dazzled by the mystique of the Sultan into granting independence so easily. Although not much bigger, Gambia, on the other side of Africa, would stand much more chance by itself, yet the Gambians have been discreetly told that full independence will only be theirs if they form some kind of association with Senegal.

It is certainly a difficult challenge to Tanganyika to swallow an island which has been beset with violence and trouble in its short period of independence, and whose seductive example seems to have triggered off the mutiny which so badly shook the Tanganyika Government last January. Some of Zanzibar's more dynamic left-wingers, such as Sheikh Babu (formerly Zanzibar's Foreign Minister and now the new state's Minister of Planning), are not likely to remain mute and inactive in the "Tanzan" Government. But the challenge of union is one Tanganyika could not possibly have refused. Any country as grotesquely weak as Zanzibar was much more likely to fall prey to external pressures when left out on its own than as part of a larger unit. Elsewhere in Africa it is the smaller countries which have tended to succumb to instability—witness in last year alone the *coup d'état* in Togo and the overthrow of the Presidents of Dahomey and Congo-Brazzaville.

More mergers to come?

Other African leaders are sensibly taking note and one may reasonably hope that more mergers may follow, in spite of the ill-fated Mali Federation (from which Senegal broke away in 1960), the abortive Ghana-Guinea-Mali Union, and the reluctance of the East African countries to take the plunge into their proposed Federation. It is a matter of speculation whether the new United Republic of Tanganyika and Zanzibar will look more favourably on this than Tanganyika, which only a few weeks ago threatened to pull out of the Common Service Organisation, which forms the infrastructure on which the East African Federation would be built. The Tanganyika Government was persuaded not to do this, but the delay in forming this federation (and until recently it was Uganda that dragged its feet) has been a disappointment to those who believe that the road to African unity lies through regional groupings, and who hoped that the East Africans would learn from the experience of the former British West African territories who broke up nearly all their common organisations (bar the West African Examinations Council which is now preserved with reverence).

Last summer's meeting of African heads of state at Addis Ababa gave a tremendous fillip to this sort of step towards unity by setting up the Organisation of African Unity (OAU). After the conference there was a certain amount of controversy as to the desirability of regional groupings. President Nkrumah of Ghana in his book *Africa Must Unite*, published at the time of the Addis conference, concluded that regional groupings might become an obstacle to African unity, and nothing short of a continental union would do. President Sekou Touré seemed to go along with this, by declaring the Ghana-Guinea-Mali Union to be dead (which admittedly cost him nothing), and, more important, by waging a campaign against one of Africa's few existing regional groupings, the Afro-Malagasy Union (UAM) of 14 French-speaking states (formerly known as the Brazzaville group) which had produced some solid results on an economic plane.

Regional groupings

But regional groupings also found defenders, such as the East Africans and Senegal's eloquent poet-President Senghor, who advocated four regional groups for Africa—North, West, East and Central-South. Senghor has also been a strong supporter of the UAM, but under Pan-Africanist pressure this unit has had to abandon whatever political content it had and become the Afro-Malagasy Union for Economic Co-operation (UAMCE). Although in practice this is little more than juggling with letters (UAMCE Heads of State will still meet regularly and the embryonic project for a common defence organisation is still being pursued) the disavowal of political ties has coincided with a certain loss of interest by some of the member states. This has been partly due to rivalries within the *francophone* bloc—a meeting of five Heads of State at Bouaké, Ivory Coast, last month (including that country's very pro-French President Houphouet-Boigny and the resolutely neutral Sekou Touré of Guinea and Modibo Keita of Mali) seemed like a ganging up of former political colleagues of colonial days to the exclusion of Senghor. And while it does not mean that President Houphouet-Boigny has abandoned the UAMCE it serves as a useful illustration of the post-Addis Ababa flexibility among African politicians. We are now a far cry from the days when Africa was divided into blocs—the radicals of Casablanca and the moderates of Monrovia with the conservative Brazzaville group at its heart. This has been facilitated by the virtual demise of the Casablanca group (except in the trade union field).

The concern for regional groupings is particularly strong in the ex-French territories which were originally grouped together as French West Africa (AOF) and French Equatorial Africa (AFF). One suggestion a few weeks ago came from President Apithy of Dahomey that Ghana, Togo, Dahomey and Nigeria should come together in a Benin Federation. Although this one sounds particularly unlikely, it shows that Dahomey feels its own economic weakness and believes that it would find greater security in a larger unit. President Tubman of Liberia has also suggested what appears to be the rather improbable grouping of Liberia, Sierra Leone and Guinea.

The "Spirit of Addis Ababa"

One advantage of the "spirit of Addis Ababa" is that it allows one, as an African diplomatist has put it, to make concessions that would otherwise have been impossible. This has so far shown itself mainly in the ending of old quarrels (some of which were actually made up at the conference itself) and in damping down new ones. It was seen notably in the way the light of African unity was waved in the faces of the Algerians and Moroccans last autumn to bring to an end what might have developed into a prolonged border war; and the necessity of taking African unity into account has so far prevented the Ethiopia-Somalia border from a full-scale flare-up.

But these are negative achievements. It has been argued that African unity will never get anywhere because when it comes to surrendering sovereignty, African leaders won't play. It is true that there has been a tendency for small boss-states to emerge, and that it is sometimes hard to give up power so recently gained. Federations have had a hard time of it in Africa: the Mali Federation shipwrecked on the distribution of political power. The main existing Federations, Nigeria and the Congo, both suffer from centrifugal tendencies. Nigeria has accentuated this by carving the Mid-West region out of the West, leaving the latter entirely to the Yoruba people. One immediate result of this has been an intensification of Yoruba solidarity and the emergence of a new party devoted to the "equitable treatment of ethnic groups"—or, to put it in other words, a party looking after the Yoruba interest.

This state of affairs is worse in the Congo where the multifarious political parties, unlike Nigeria, have few pretensions on a national level. The only party which ever succeeded in obtaining nation-wide support was the MNC, the now-fragmented party of Lumumba. Attempts to launch a national political party for Prime Minister Adoula to attach himself to have so far failed. But the experiment in working together this way must be made, and in Nigeria it has taught a certain pragmatism to politicians that it is encouraging. In Cameroon, too, a Federation of an English-speaking area with a French-speaking area shows every sign of success. These are really the hot-houses of African unity. In this context alone "Tanzan" is surely to be thought a step in the right direction.

Kaye Whiteman

LIFE UNDER CASTRO

Above: Cuba's Prime Minister and Revolutionary leader, Dr Fidel Castro mixes with students at the University of Havana, capital of the island. Castro began the long fight leading to the Revolution against Batista's regime in 1959
Left: In a Cuban cigar factory the Cuban flag and pin-ups of Castro and Lenin adorn the workbenches

Life under Castro means tight belts and hard work for Cubans. The US economic blockade denies Cuba the natural market for its sugar and tobacco crops, forcing Castro into greater reliance on Russia. In January, he signed a trade pact with Mr Khrushchev guaranteeing a market for Cuban sugar until 1970. The blockade is further circumvented by the willingness of some Europeans to trade with the country. The failure of the blockade was acknowledged by Senator Fulbright, Chairman of the Foreign Relations Committee of the US Senate, in March when he recommended a new Cuban policy to the State Department. Even so, Cuba still has apprehensions of 'unofficial' invasion by Cuban exiles in the United States. Cubans will not easily forget the Bay of Pigs attempt of April, 1961.

LIFE UNDER CASTRO *continued from page 191*

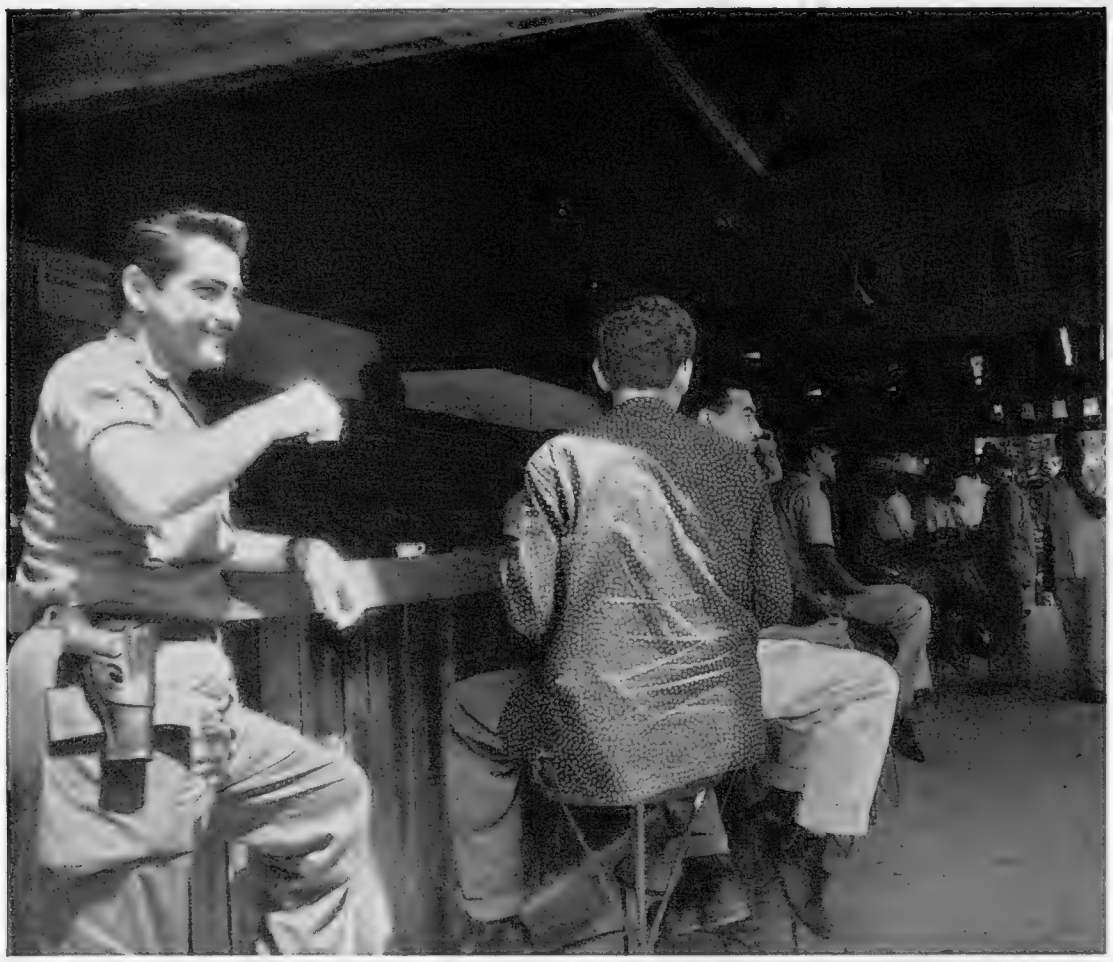
Right: Buses imported into Cuba from Europe. The United States was reported to have objected to this trade, some of which came from Britain

Below: Armed militia girls guard the entrance to the Ministry of Housing. Beyond the archway is a statue of Columbus who discovered Cuba in 1492

Bottom: The night life is not all it used to be in pre-Castro days, but it still goes on

Left: The former Havana Country Club, famous for its exclusive golf course, is now used by students and Russian technicians **Below:** American cars jam a Havana street. No spare parts have reached Cuba from the USA for some time. New cars arrive via third countries. Petrol is mostly Russian **Bottom:** In the villages, life is primitive, the way it has always been. But Castro is paying new attention to the neglected provinces

LIFE UNDER CASTRO *continued from page 193*



Above: Children of mixed racial origin walk into a modern school building, part of the "Liberty School," for all levels of teaching. Older children are given military training, and all ages engage in letter writing with other countries and sending Government propaganda **Top:** The militiaman in green drill uniform on the left carries a gun. Since the unsuccessful Bay of Pigs invasion in April, 1963 by Cuban emigres, Cubans have been on the alert. In Havana, there are 50,000 volunteers each doing four hours of guard duty at night during the week

Above: Most foods are rationed, and womenfolk sometimes have to wait for supplies. But there is a free health service for all, and free dentistry for those earning less than $150 a week

Top: Singing Communist workers' songs after a speech by Castro, these well-clothed students present an appearance of high morale and determination

Left: The Cubans love a carnival. Most carnivals celebrate some aspect of the Revolution—such as "GloriaaLosHeroesyMartieres de la Revolucion"

A LONDON NEWSLETTER

13-15, John Adam Street, London, WC2

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Inflation

In 1938 the £ was worth 20s; in 1946 it was worth 12s; in 1951, 9s; in 1963, 6s 6d. Thus has inflation pursued its galloping consumption through a quarter-century of Conservative and Labour government. The cost of living is still rising. The costs of essential services must all rise. A queue of claimants for higher pay in industry stretches out as far as the eye can see. Some say inflation pays. No doubt it pays on paper those who have the means to exploit it. It doesn't pay the pensioner; it can hardly encourage the saver to store his hard-won little snowballs in a heated greenhouse. Small wonder that from top to bottom everyone asks for more and, if important or clamorous enough, is pretty sure to get it; and the more he gets the less it will buy. Governments in modern times have expelled the word " No " from their dictionaries. It will never be reinstated to halt inflation until our leaders can offer a justification for bringing it into use again, and that justification can only be " we have used it in our own cases; *we* are setting a tardy example for restraint in wage demands." Can you spot on the political horizon a hero of any party capable of trying out that remedy which (to the weakest at the wall of inflation) stands out as the obvious remedy, the clearest justice and the barest commonsense? A wealth tax to the level of savings, said Mr Boyd Carpenter, would be nothing but " soaking the saver." It is a dangerous taunt. Since 1938 the saver has been soaked continuously by inflation unchecked, by his continually depreciating savings being treated in bulk as " unearned," liable to the strictest assessment for death duties, benefiting, while in the form of annual earnings saved, hardly at all from the £5,000 p.a. exemption from supertax which favours only the higher income groups.

The man in possession

One more contribution to Shakespeare Quatercentenary Year: I am surprised that the Baconians have kept silence over celebrations which they must ridicule. But, of course, the man in possession is in a strong position under our laws. He keeps his title until kicked out by counter proofs of irrefutable strength. Such proofs have never been strong enough. The evidence that *is* acceptable in a British court that the man buried in Stratford Church in 1611 was author of the plays and poems attributed to him includes: baptised April 26, 1564, son of John Shakespeare (Register); married Anne Hathaway and had three children (registers); was in London established as a playwright (Green's *Libel and Retraction*); author of *Venus and Adonis*, etc. (ascription to Southampton); named often in lists of Court Players; Southampton in extant letter calls him " my particular friend "; James I wrote him a personal letter; he bought a share in Blackfriars Theatre (deed); Spenser in *Tears of the Muses* generously praised him; Jonson's tribute at his death; his will identified him as father of his children (registers) and as fellow player with Hemynge, Cundall, Burbage who supplied the MS plays published in 1st Folio; his tombstone—the Latin distich compared him with acknowledged masters among the ancients, if the English distich was the local mason's work—and Aubrey's evidence gathered from contemporaries. A reasonably strong case for resisting a suit for ejectment.

The rest is silence

The " audience " (if that is the word) for *Hamlet* on TV the other day was computed to be about as low as it could be. This does not surprise me. *Hamlet* (as a lady once said) is " full of quotations " and many of them are pregnant and poetic. The trouble about Shakespeare on TV is that the producers greatly prefer their own noises, and accordingly the voice of Shakespeare is drowned in the cacophony of breaking waves, shrieking winds, trumpets and alarums and all the so-called " incidental music " which the modern producer lays on to help the dramatist's poor efforts to put over an " atmosphere." On the whole, I can better endure the stutters of a shop-steward when he is called to the mike to express his political views amid the thunders of the factory machinery. For what the shop-steward may have said or tried to say is of no great moment, but Shakespeare's " quotations " are often worth hearing. Shakespeare's words are his scenery and atmosphere, and quite successful, too, if suffered to be heard.

Entente cordiale?

When it was discovered that one of a party of French boys visiting Windsor had signed his name in the Guildhall visitors' book on the page reserved for the signatures of the Queen and Prince Philip, the Lady Mayor was bereft of words. The Beadle spent some hours erasing the hideous blot on the Royal Borough's escutcheon and on the Royal page. I like to think that this was no outrage but an effort by French youth to restore the *entente cordiale* while Gen. de Gaulle was temporarily on the shelf and resting from his labours. I like to think, too, that the Royal Signatories would have much preferred to write *stet* against young Alain Ploin's signature. A sense of humour takes all kinds of forms. *Nascuntur flores inscripti nomina regum.* Young Alain should have been allowed to enjoy his immortality. After all, France is a Republic.

" Call back the Lovely April "

I have come to believe that the poets do indeed live in a dreamland of their own. Their constant glorifications of the sweets of April are either an insult to realism and truth or else the calendar, like most post-war institutions, has been turned upside down. " Oh, to be in England, now that April's here," has become the vilest piece of cynicism. " April, April, laugh thy girlish laughter " is an invitation to the wolfish howling of a Beatle-fan. There is a better description of modern April in Sonnet 81 than in Sonnet 3:

" That time of year . . .
When yellow leaves or none or few do hang
Upon those boughs which shake against the cold,
Bare ruined choirs where late the sweet birds sang."

Above: The restored spire of St. Mary-le-Bow in the City of London which houses the recast "Bow Bells." This famous church will be reconsecrated on June 11

April may be April when we woo her; she is December when we wed her; and a late and very temporary repentance is not good enough. The poets and the weather-wizards are all alike " gas and gaiters." Turn on the gas and buckle on the gaiters; study the thermometer, not the poets. Exit April with cat-calls.

A place-name for Sherlock Holmes

Speculation is constantly revived as to how Conan Doyle arrived at the name of the great detective. A place-name was staring him in the face, when he knew the New Forest well, at the time of writing *The White Company*. The little village of Shirley Holms about a mile east of Sway may very possibly have helped him to his final choice. It is not unlikely that a dim recollection of having passed through a village of that name and combination of sounds may have influenced him. If accepted, Shirley Holms will for some time remain as elusive a place of pilgrimage as the nearby Folly Tower, near Hordle. *The Old Stager*

Above: Queen Elizabeth the Queen Mother watches an oxygen-in-breath test after opening the new Science Building at St. Bartholomew's Hospital, London

Top: The new Greater London Council has its first meeting at County Hall, under the chairmanship of Mr Harold Shearman. The Council does not take over control from the LCC until next spring

Left: Miss Ymiko Nakazaki, "Miss Tokyo, 1964" arrives at the Mansion House, London, to invite the Lord Mayor to the opening of the Olympic Games in Tokyo on October 10

Above left: This machine, on show at the Road Research Laboratory in Harmondsworth, Middlesex, calculates the amount of damage done to road surfaces by different weights of vehicle wheels

Far left: A car breaks down at traffic lights in Knightsbridge and adds further chaos to London's rush-hour traffic problem

The items in " The Voice of the Commonwealth " are contributed and do not necessarily reflect the views of the Editor of " The Sphere "

THE VOICE OF THE COMMONWEALTH

BRITISH GUIANA

The imposed constitution

In the House of Commons debate on the proposed British Guiana Constitution in London, an ex-Colonial Minister defended the proposals made by Mr Duncan Sandys. Mr Iain Macleod, making his first speech since he refused office with the present British Cabinet, said that he thought Mr Sandys' solution was the right key to the grim puzzle in British Guiana.

Last year, the leaders of the political parties in the colony jointly asked Mr Sandys to reach a decision on the constitution, and voluntarily signed an agreement to abide by his arbitration. The decision which Mr Sandys made was for a system of proportional representation. This, he thought, would overcome the racial divisions in the politics of British Guiana. But it is also likely to have the effect of bringing down Dr Cheddi Jagan's government when elections are held in November.

This may not be the intention of the British Government. But Dr Jagan is an avowed Marxist and so is his wife, the Minister of Home Affairs, who flew to London before the debate to represent the government and to press the case of her husband's party, the People's Progressive Party. Although the PPP has the backing of the growing Indian community, proportional representation could easily give the concentrated Negro population in the towns a political advantage. The Negro party, the People's National Congress, led by Mr L. F. S. Burnham, might then form a multi-racial coalition government with the United Force Party.

Above: Dr Jagan, the PPP leader, in London last year
Right: Mr L. F. S. Burnham, the leader of the PNC

The leaders of these parties cabled Mr Sandys before the debate to say that any departure from the government's policy would encourage the violence that is at present engulfing the country. And they were joined in their support for the Constitutional Order by the small Muslim party.

The House of Commons debate ended disastrously for the PPP. Dr Jagan seemed to have been relying on the British Labour Party to reject proportional representation should it form a government at the end of the year. Those hopes appeared shattered: the Opposition withdrew its motion against Mr Sandys' Constitutional Order, and unless new factors arise, the PPP must fight the next General Election in British Guiana under the new constitution's terms.

The news from Westminster at once added tension to the already disturbed atmosphere in British Guiana. Much of the trouble centres on the strike of the pirate sugar workers' union —the Guyana Agricultural Workers' Union— at that time in its tenth week.

SIERRA LEONE
Death of Sir Milton Margai

Sir Milton Margai, M.B.E., M.L.C., the first Prime Minister of Sierra Leone died in Freetown on April 28. He was the principal architect of his country's independence which was achieved in 1960. Sir Milton, born in 1895, came to England in 1920 and six years later graduated as an M.B.B.S. (Durham). He returned to Sierra Leone and entered the government medical service in 1928. In 1946 he made his first move in the political field when he was elected to the Bonthe district council and entered the Protectorate Assembly. Soon afterwards the Sierra Leone People's Party was formed of which Sir Milton became, and remained until his death, the leader. In the 1951 general election the SLPP won a resounding victory. The country became independent in July, 1960 with Sir Milton, who was knighted in 1959, as its first Prime Minister.

Kaye Whiteman writes: As was expected Sir Milton's brother, Albert Margai, the former Finance Minister, has been asked by the Governor-General to try to form a government. If he succeeds, it should mean a measure of continuity and should also ensure that any restlessness among the youthful members of the SLPP will be controlled. It might also mean a move by Sierra Leone towards the non-aligned African countries.

Above: Mr Duncan Sandys, Secretary of State for Commonwealth Relations (left) talking with Mr H. H. Marshall, C.M.G., Q.C., Assistant Director of the British Institute of International and Comparative Law, at the opening of a meeting of representatives of the professions in Britain and their Commonwealth counterparts at Marlborough House, London. Mr Sandys described these contacts between professional and commercial organisations as "the lifeblood of the Commonwealth relationship." More than 30 professional representative organisations attended

Left: Tokunbo Akanni Akintola, son of the Premier of Western Nigeria, got a family send-off when he arrived at Eton College in Britain. He is the first Nigerian to be a pupil there

Top Left: At the recent International Hardware Trades Fair at Olympia, the Canadian High Commissioner, Mr Lionel Chevrier (left), visits the ETF Tool Stand which was part of the Canadian Government's exhibit. He is talking with Mr Peter B. Hill, the President of ETF Tools at St. Catherine's, Ontario. Earlier the High Commissioner had spoken at the opening luncheon. Other speakers were Lord Drumalabyn, Minister of State to the Board of Trade and Sir Hugh Fraser, Bt. (A preview of the International Hardware Trades Fair appeared in *The Sphere* for April 11)

CAPITAL OF FERTILITY

200 I was leaning on the parapet of Wisbech Bridge. He came up and leant beside me, spat into the Nene, and started talking. He wore a greasy cloth cap and a dirty shirt. I made some remark about the view. " Ah," he said, " they do say this is the richest town in England for its size. But I'll tell you one thing, bor, you'll be a marvel if you can get one of 'em to stand you a drink." I think it was the clearest hint I've ever had. I did not take it. After a moment or two, he spat again—a wealth of disgust in that spit—and slouched on. I returned to my contemplation of the view.

Strictly speaking, Wisbech, the self-styled capital of the Fens, is a marshland, not a fenland, town. For the uninitiated, Fen is land that has been reclaimed from the freshwater meres, the soil is peat and usually black: Marsh is land that has been reclaimed from the sea, the soil is silt and still bears traces of the old sea-sand. The soil around Wisbech is continuous with the Holland silts of Lincolnshire, with the marshland of Norfolk: the true fenland comes no nearer than Guyhirne.

Mind you, there is not all that difference in the scenery: nothing that would immediately strike the eye of the casual tourist. The marshland is just as flat as the fenland. There is the same wide sky. The roads, the ditches and the " drains " (which are as big as rivers) run just as straight for just as many miles. Marshland or fenland, this is a regimented, a very domesticated, countryside. But, if you are observant, you do, as you move southwards from Wisbech, notice a difference. The soil around Wisbech is brown or brownish-grey, and there are trees (trees grow well on the silt) and even some roadside hedges. Gradually, as you approach Guyhirne, the soil takes on a purplish tinge. A little farther on, and you are in fenland proper: the soil is black and the farms are smaller. Now there are no roadside hedges and the trees have given way to reeds and rows of wispy willows. Once this was a featureless land, so featureless that it was virtually nameless. Only the few scattered " islands " in the reedy fens bore names, and they mostly because they were the sites of isolated religious communities. The evidence for this exists to this day. Consider the names of the " drains ": Moreton's Leam, Popham's Eau, the Forty-foot (Vermuyden's Eau), the Twenty-foot, the Sixteen-foot. They were named thus because, before they were dug, there were no names in this water-logged land.

The " drains " brought wealth. Here, now, is some of the richest, most fertile land in Britain: and Wisbech is its capital. I do not know if it is, in fact, the richest town for its size in England, but it is certainly a most prosperous one. And it is evident from its appearance that it has long been so. Once, of course, Wisbech was a seaport on the Wash at the mouth of the Nene. As late as the middle of the last century, and indeed considerably later, big ships came into Wisbech from the Baltic and the Low Countries. The close connection is apparent in much of the waterfront architecture, in the brickwork and the gables. Below the Bridge, Wisbech still has something of the appearance of a Hanseatic town. But essentially this is a Georgian town, a very pleasant example of Georgian town-planning. And, in one respect at least, an example that stands alone. Wisbech is a riparian town, straddling the Nene, which is here a man-made cut, canal-like in appearance despite the fact that it is tidal. Most English riverside towns turn their backs upon their rivers. Wisbech does not. At Wisbech the broad river forms the centre of the picture and the houses face upon it. Below the Bridge the foreign influence is obvious. Above the Bridge, along the Brinks, where the compact, dignified, un-fussy Georgian houses, set well back from the banks, face each other across the broad river, it is all very English. And yet, so contrary to English riverside planning is this that it seems strange, almost foreign. And there is a spaciousness and quiet about the Brinks that is altogether remarkable. I do not know of any view of riverside architecture in England to compare with the Brinks as seen from the Bridge. And yet I do not know that any of the houses—except, perhaps, Peckover House, which is National Trust property and open to the public—are really outstanding, architecturally. These were the homes of ordinary people, well-to-do but unpretentious: they were built as homes to provide comfort, not to satisfy egos. Individually they are not particularly remarkable. It is the cumulative effect of the whole that is so impressive. And that, I think, is true of most of inner Wisbech, of Old Market and of many of the lanes and alleys adjoining the Market Place.

It is astonishing that it should be so. Wisbech is stranded now, no longer a seaport. The virtual closing of the port by silt might well have reduced it to poverty, but Wisbech was never solely a seaport: it was also, and had been for centuries, the market-town for a very wealthy district. As the port shrank, the market grew. Today, Wisbech is a dispersal centre, by rail and road, for fruit and vegetables and bulbs, and a thriving fruit-canning industry has grown up. Always prosperous, Wisbech is very surely more prosperous than ever before. The astonishing thing is that this has been achieved without loss of, indeed virtually without damage to, the dignity bestowed upon the town by an earlier, more leisurely age. One may still stand upon the Bridge and shed the centuries. What has saved Wisbech is the Nene, a vigorous Wisbech Society, and a succession of enlightened Councils. It would have been easy to alter, to pull down in the name of progress, to vulgarise.

Oh yes: my acquaintance on the Bridge. He may have been right about this being the richest town of its size in England. In his implication of meanness he was certainly wrong.

Above: Wisbech in Cambridgeshire has a waterfront of splendid Georgian architecture along the banks of the River Nene. Once it was a seaport on the Wash

Above: Racing off Cowes, the 5·5 metre *Vision II*, with spinnaker full out
Below: Dragons racing for the Edinburgh Cup in 1962, off Abersoch

GABOR DENES

YACHTING

It is sad to contemplate that in the International 5·5 metre class, the biggest boat of the five classes competing in the Olympic regatta, Britain has only two or three boats from which to select an entry. Because of relative expense this class has never achieved widespread popularity here, and in fact after hopes of an increase when Colonel Perry's *Vision* won the silver medal at Melbourne, the numbers have dwindled even further to the present total.

Other countries have shown a much greater interest, and for the first international meeting this spring at Genoa there was a muster of 24 boats. The entries included the best helmsmen of Italy, Sweden, Germany, France and Switzerland, for whom the racing had been designated as Olympic indicator trials by their respective national authorities. There were two British entries, Robin Aisher's *Yeoman X* which finished second overall in the final placings and *Bjarne*, the boat originally built for the late " Tiny " Mitchell, now owned by Ken Biddle and sailed by Chris Hall. The winner was the Italian *Straolino*, the old star of the Star class, and in the fleet was Lars Thorne, Sweden's gold medallist helmsman.

In this restricted class, new and better designs keep appearing which have the edge over the rest for a while. This is partly what makes the class so expensive—there were seven brand new boats among the 24 at Genoa. Robin Aisher is having a new boat built, again by Ohlsen. He will first race *Yeoman XII* in the Swiss national championships at the end of May on Lake Geneva. He will not have much chance of getting her into a high state of tuning, but it will make a good preliminary canter for our own final Olympic selection trials. Graham Mann, who is the appointed team manager of our Olympic sailing team, will sail *Yeoman X* in the intervening period, to increase the British fleet from two to three.

In the next Olympic class, the Dragon, two of our shortlisted helmsmen took part in the championship races held at Cannes: Sir Gordon Smith in *Tara* and Pat Dyas in *Jerboa*. Their placings of 14th and 16th respectively do not appear very promising for the future, on the other hand the fluky conditions which have prevailed throughout the races make these results far from conclusive. It was most unfortunate that our greatest hope for the Olympics, Martin Parry, was prevented from taking his *Andromeda* to Cannes.

There is no event in the calendar to bring together our best Dragon helmsmen to race against each other before the Final Selection Trials which start on June 27 at Poole. But to help matters a little, Dragon races have been put on at Poole for the weekend before the trials. Even in this one-design class, new boats have a small advantage over the older ones and several shortlisted helmsmen are having new boats delivered in time for these events. Bruce Donald is having one to be sailed by Pepe Stratton with her husband in the crew, and so is Simon Tait. There are altogether 29 British entries for the Trials at Poole. The two overseas competitors, Brownlow-Eve from Bermuda and Sergio Sorrentino from Italy will, no doubt, add zest to the racing.

THE SPAN OF HISTORY STAGED

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Above: In *Henry IV*, Part II, at the Stratford Memorial Theatre, Eric Porter as King Henry sleeps an uneasy sleep, while Ian Holm playing Prince Hal tries on his father's crown—"the polished perturbation, the golden care, that keep'st the ports of slumber open wide to many a watchful night...." The Royal Shakespeare Company is staging all of Shakespeare's historical plays in their chronological sequence, spanning 100 years of English history. They will be performed in order until late November

Left: In *Henry IV*, Part I, Roy Dotrice takes the part of Hotspur, Henry Percy, son of the Earl of Northumberland. Janet Susman plays Hotspur's wife, Lady Percy, sister to Edmund Mortimer

Centre left: In *The Tragedy of Richard II*, from left to right: David Waller as the Earl of Northumberland; Clive Morton as the Bishop of Carlisle; Eric Porter as Henry Bolingbroke, the Duke of Hereford and son of John of Gaunt; and Charles Thomas as the Duke of Aumerle, son to the Duke of York

Far left: David Warner in the title role of *Richard II*, and left, Paul Hardwick as the Duke of York, uncle to the King. Photographs by Gordon Goode

FIERCELY INDEPENDENT BY SYLVIE NICKELS

Should you consider yourself to be an injured party and should you happen to live in the Channel Islands, your first move would be to find two witnesses, say solemnly before them "Haro! Haro! Haro! A l'aide, mon Prince. On me fait tort," and recite the Lord's Prayer in French. After that you would register your grievance officially and thus establish a *status quo* until the matter could be aired in Court.

The Clameur de Haro as a means of legal restraint is part of the inheritance bequeathed by Normandy to the Channel Islands, along with a variety of Norman French dialects (sadly dying out), a host of French place-names, and a leniency in licensing hours. Between them, the islands share other features: marvellous bathing from beaches and coves varied enough to provide shelter whatever the wind; the enjoyment of certain pleasures duty-free (whisky at about 25s a bottle, cigarettes from 1s 6d for 20); a fierce sense of independence; curious and highly democratic forms of self-government (it is well worth attending a session of the States in Jersey or Guernsey) and the conviction held by every inhabitant that his particular island is by far the best.

In other respects, the friendly rivalry between the Islands in their claims on holiday-makers need not exist at all. You would have to be very misguided indeed to choose Alderney for its variety of entertainment or Jersey for its solitude. Guernsey, less dramatic, more homely than Jersey, comes somewhere between the two. Sark endears itself by its rugged feudality; Herm is the dream anyone ever had of owning an island to themselves.

Jersey welcomes about half a million visitors every year, which is no small feat for an island of 45 square miles and 63,000 inhabitants. However, with strict rules prevailing—no bathing huts, bingo or bowling alleys—and a Natural Beauties Committee guarding jealously over the unspoilt coastline, there are none of the more garish features usually associated with popular seaside centres. I have not been there at the height of the summer, but doubtless the main beaches do then become crowded (there are plenty of others). Presumably, too, the maze of little lanes, in which it is a pleasure and an easy matter to lose oneself since they are largely unsignposted, produce their fair share of traffic tangles. But in April, with the gorse gilding the coast, the wide sandy bays almost empty, the cliffs left to the seagulls, and the pretty country and coastline pubs free of the summer crush, I found it all very satisfying. What is more, at a time when most resorts on both sides of the English Channel are barely stirring out of their winter sleep, nearly all the hotels on Jersey and, indeed, the other Channel Islands, were open and half or more full. Standards, strictly set by the Tourism Committee, are high; service from hotel personnel, drawn largely from the Continent, is cheerfully efficient. The St. Brelade's Bay and L'Horizon hotels (both on St. Brelade's Bay) and the Bonne Nuit and Le Couperon de Rozel hotels (more isolated on the rugged north coast) are a few suggestions in the first register.

Above: The Shell Beach on Herm Island

Top: On Sark, a view from La Coupée

The thing to do is to take your car with you (no problem by British United Air Ferries' services from Bournemouth to Jersey and Guernsey) or to hire one of the several hundreds available in Jersey alone. There are coves and cliffs and beaches enough to provide a different destination every day. In summer, each major bay has its own speciality: water ski-ing from the glorious sandy stretch of St. Brelade's or St. Aubins in the south; surfing from St. Ouen's, a five-mile crescent on the west, patrolled by a team of genial young Australians; underwater fishing from a northern cove; low-water fishing among the skerries of the south-east. Sightseeing ranges from the megalithic through the medieval to the modern, with sobering reminders of the wartime occupation. Gerald Durrell's zoo adds to the variety, and so do two fine 18-hole golf courses.

The rugged cliff faces of Jersey lie on the north of the island and from them the land slopes gradually to the great beaches of the south and west. In Guernsey the process is reversed so that, from near St. Peter Port, you can stretch your legs along nearly 20 miles of majestic cliff track round the whole south coast to Pleinmont Point (though the distance by road is well under half of this). Huddled under these cliffs are little coves, some accessible, others not, while the flat sand and shingle bays intermingle along the west and north.

Like Jersey, the coast of Guernsey bristles with fortifications: the Martello towers built to scan the seas for signs of Napoleon, and the German-built towers, their long slits snarling westwards towards the relief which never came. The hinterland glints with greenhouses from which 50,000 tons of tomatoes reach the mainland each year. The "mainland," of course, is the UK, and not the coast of France a mere 30 miles away. Excursions to this coast from Jersey and Guernsey and between these islands, are being operated this year for the

Above: St. Peter Port on Guernsey seen from Castle Cornet. Guernsey is the second largest of the Channel Islands

irst time by the hydrofoil which recently arrived in Guernsey from its trials in the Mediterranean.

Much nearer still are Sark (6 miles) and Herm (3 miles) arching their backs out of the sea. As you chug out towards them from St. Peter Port harbour and the town attractively piled up the hills behind it, you also turn your back on the motor age. On Herm there are neither the roads nor the space for it; on Sark, the horse-drawn " Victorias " are the only vehicles allowed, except for one or two tractors tolerated partly as an agricultural necessity and partly to haul tourists from the quay to the top of the steep hill, but no farther. Up there, above the cliff faces, which Sark presents to the sea on every side, you find a stronghold of feudal quaintness and a rural calm far more suitably served by the rumble of wagonette wheels. In any case, speed is futile, for there is nowhere to speed to, except from one magnificent cliff scramble to another, or along the cliff-high causeway to Little Sark, or to one of the handful of small hotels for an evening's convivial research into local laws and customs.

Alderney, the most northerly of the islands, $3\frac{1}{2}$ miles by $1\frac{1}{2}$, is a place for wild, windy walks, and a marvellous sparseness of humanity. True hermits can go one stage farther by hiring the hut (5s a day) on the uninhabited bird sanctuary island of Burhou, where a local boat will leave them marooned for as long as they wish—and possibly even longer if the weather gets rough. Several small family hotels on Alderney itself include the Sea View, near the harbour.

Lovers of Alderney regard Jersey with disdain, and vice versa, and thus the Islands between them cater for everyone. Or for variety all five could be included in a post- or pre-winter round-trip—without a passport.

For further information: States of Jersey Tourism Committee, Weighbridge, St. Helier, Jersey; States Tourist Committee, PO Box 23, States Office, Guernsey; Chief Pleas Publicity Committee, Sark; White House Hotel, Herm; States of Alderney Publicity Committee, Alderney.

Means of access: By British United Airways from London (Gatwick) to Jersey and Guernsey, £10–£15 12s return according to day and date of travel; to Alderney, £8 14s–£12 18s. Also frequent air connections between these islands, and vehicle and passenger ferries from Bournemouth to Jersey or Guernsey; car rates from £9–£32 single, according to length. In addition, BEA and several independent airlines maintain services from London and/or provincial cities to one or more of the Channel Islands. Please check with your travel agent. By sea, there is a regular service from Weymouth to Guernsey and Jersey, also carrying cars. Passenger fares (one class) are from £4 3s, car rates from £5 10s–£18 2s each way, according to length. Services of the Commodore Shipping Co. link the main islands.

THE LONE CHALLENGER

206 **The Lonely Sea and the Sky** by Francis Chichester: Hodder and Stoughton. 30s. This is the extraordinary autobiography of a man whom one associates in one's mind with sailing alone—naturally enough—since he won the first solo sailing race across the Atlantic in 1960. In fact, Mr Chichester nearly 30 years before that had made the world's first solo long distance sea-plane flight. He has received the top award for air navigation and the comparable award for single-handed sea navigation. When he was 60 he crossed the Atlantic again and reduced his own previous record by a week. He has also, as a young man, founded a business in New Zealand and an entirely different one, after the war, in England. One of the most amazing adventures in his life, however, has been his successful fight, with the help of his wife, against lung cancer. I think that this book will become a classic and recommend it to you as such.

Florida Junket by Ann Davison: Peter Davies. 21s., is by another intrepid sailor and describes a cruise along the Florida coast in a very small motor boat, fishing, drifting and, even within 70 miles of Miami, exploring. Entertaining reading from the experiences of a perpetually inquiring traveller.

Conversations with Painters by Noel Barber: Collins. 21s, has a double advantage of being written by a man who, as a Sunday painter himself, has the friendship of the artists of whom he writes and is also a journalist and writer of considerable distinction. Graham Sutherland, John Piper, the great Australian, Sidney Nolan and Ceri Richards are among the painters with whom Mr Barber has talked, in each case proving himself an admirable listener and setting down some invaluable confidences on the way in which these gifted men work and see their own development.

Confessions of an Advertising Man by David Ogilvy: Longmans. 21s, is another autobiography, this time of the New York based Scot whom *Time* has called " the most sought after wizard in the advertising industry today." It was Mr Ogilvy, for instance, who dreamed up the *Guinness Guide to Oysters*, the man with the eye-patch advertising shirts, and that line about the loudest noise in a Rolls-Royce at 60 m.p.h. being the electric clock. He has a good deal that is more interesting than I had expected to say about advertising, and I should add I found that his book is brisk and lively throughout.

The Householders by Margaret Henry: Cassell. 18s. It is not only in countries with hundreds of years of tradition to their history that beautiful houses are found. The central feature of Miss Henry's novel is just such a place, a finely proportioned colonial house on the outskirts of Sydney. Its owner is willing to sell it for demolition but its young tenants take a very different view and fight for its preservation. When chance hands them a weapon to use in their struggle, they use it with some forcefulness to gain their ends. Miss Henry writes evocatively about Australia and gives one a real feeling for the place and for the racy, individual speech of its inhabitants.

A Fine Madness by Elliott Baker: Michael Joseph. 21s, can be read quite happily on one level for its humour and its exuberance; on another for the seriousness of its intentions. This is, in short, a really good serio-comic story concerning a poet in America whose inward conflicts are not only to express himself in a chosen form of words but to maintain his identity and independence in a world where he finds many hostile forces ranged up against him. These include a group of fashionable psychiatrists, a self-pitying mother and a small-town sheriff, but for the most part Samson's wit and inventiveness are equal to them. I enjoyed this vigorous, tough, imaginative novel very much.

A Singular Man by J. P. Donleavy: Bodley Head. 21s. The author of *The Ginger Man* has written another novel whose central character is lonely and mildly eccentric. He is rich—which makes something of a change from the poet last mentioned—and he is separated from his greedy wife and four children who see in him only a never failing supply line. Left to himself he puts up a front door to his apartment of two-inch surgical steel, installs a bawdy negress as housekeeper and two contrasted types as secretaries. Of these my favourite is the free-wheeling blonde who is apt to call up a particularly unpleasant dog at the vet's and address him as: " Woof, woof, sweetie." Mr Donleavy's humour is rich and constant but there is an underlying melancholy to his story of a man who is shown to know only one life of perfect happiness.

Tom and Jenny by Kenneth Warner: Michael Joseph. 16s, is the story of a young cockney layabout as told by himself in rough but curiously effective language. It is also the story of a waif of a child, a little girl of seven, who has been allowed to run wild and who teams up with Tom in a queer but eventually staunch kind of partnership. Tom and Jenny, through a tragedy not of their making, are faced with the simple, desperate problem of survival and Mr Warner has been successful in involving the reader in their progress and setbacks, and in the promise of their happiness to come.

POPES, PURITANS AND POLITICIANS

The Popes by Friedrich Gontard: Barrie and Rockliff. 60s.
Society and Puritanism in Pre-Revolutionary England by Christopher Hill: Secker and Warburg. 63s.
Two Cheers for the Town Hall by Hervey Benham: Hutchinson. 30s.
Government and Parliament by Lord Morrison of Lambeth: Oxford Paperback. 10s 6d.
British Politics in the Suez Crisis by Leon D. Epstein: Pall Mall Press. 25s.
Suez Touchdown by D. M. J. Clark: Peter Davies. 21s.

The primacy of the Pope, a primacy of honour and jurisdiction, is received by the Pope as part of the succession of St. Peter, together with the episcopate of Rome. The enthralling story of the men who have held this mighty office is told by Friedrich Gontard in *The Popes* a volume of over 600 pages which, despite its ponderous size, the vast domain that it covers, the diverse personalities involved, is notable both for its pace and coherence. The papacy has survived deep political intrigues, but whenever it seemed to be tottering, through some unworthy occupant, there has always come someone, to rescue the teaching of Christ. Herr Gontard's account takes us right up to the present day, the accession of Pope Paul and the reconvening of the great council inaugurated by Pope John. The selection of the illustrations adds to the importance of this volume which has been translated from the German by A. J. and E. F. Peeler.

Like most political nicknames, that of Puritan was a reproachful name, given, as the fifth Earl of Huntingdon told his son, " either by Papists that do hate all ministers except of their own sect, or atheists or men extremely vicious." Christopher Hill, who has already written so widely and so well on the 17th century, now examines *Society and Puritanism in Pre-Revolutionary England*. He clearly suggests that there were certain important non-theological reasons for supporting the Puritans, or for being a Puritan, and in doing so seeks to throw light on the origins of the Civil War. To understand Puritanism we must understand the needs, hopes, fears, and aspirations of the artisans, merchants, yeomen and gentlemen of England who gave their support to its doctrines. Perhaps it seemed to point the way to heaven, the author says, because it helped them to live on earth. The author allies shrewd thinking with lucidity in the development of his fascinating theme.

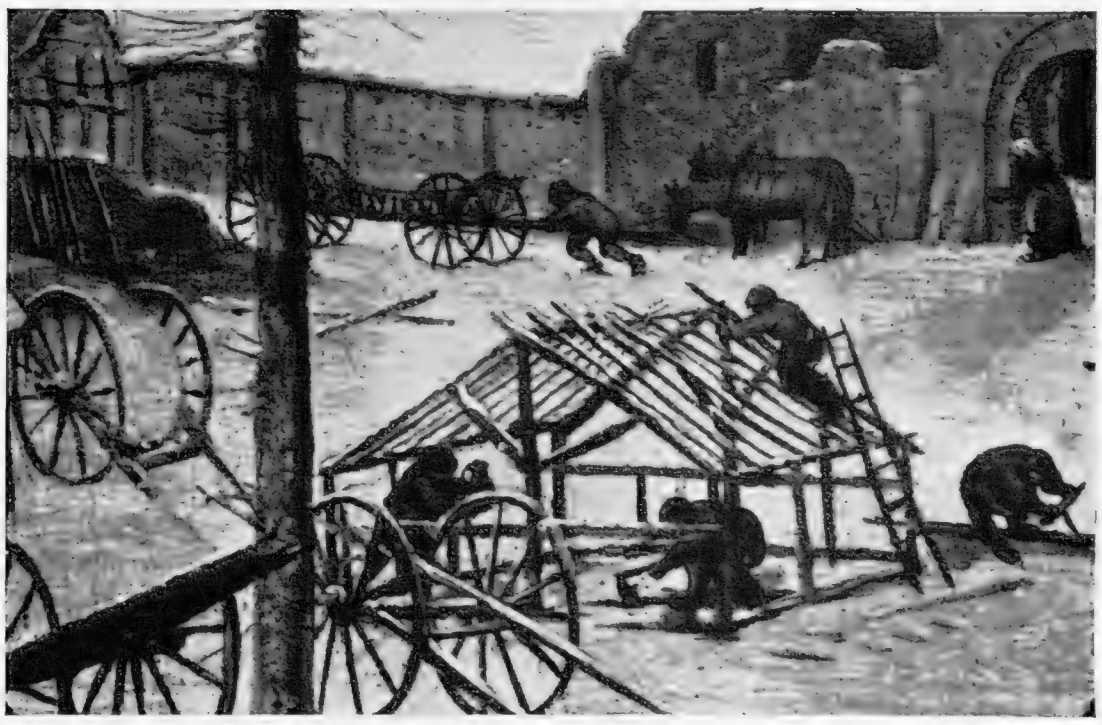
Reform may be in the air in respect of local government in these islands, but some of it appears to be muddled and at cross-purposes. Much of it, when understood, has not met with general public approbation, as witness the present needless disruption of London's unified child care service, and the creation of two tiers of town planning at Borough and Greater London levels. Hervey Benham has made a deep study of some of these vexed questions, and in *Two Cheers for the Town Hall* examines the workings of local government from county hall to parish pump. He takes one community—Colchester and parts of rural Essex—and examines the local government machine in action, in particular the stresses caused by the imposition of modern demands on a 19th century machine. Mr Benham writes with understanding of his vast and complex theme. He says as he comes to the end of his survey that, over and above all, he remains impressed by the devotion and the capacity of his fellow citizens, and all this in the face of deficiencies and anomalies that almost defy description. The author certainly is critical and provocative but remains human in his approach and anxiety to see the two cheers for the town hall turned into three times three.

That great local government man and parliamentarian, Lord Morrison of Lambeth, has had experience at every level of administration and into the bargain has the ability to write about the complex workings of it with humanity and clarity. His book on *How London is Governed* is a classic of its kind, so also is *Government and Parliament* which now appears in a third edition as an Oxford Paperback. This new edition has

The Benefactor by Susan Sontag: Eyre & Spottiswoode. 21s, is an unusual and powerful novel: long, analytical and with a highly individual style. Although this is a first novel, its young American author is already an established and brilliant critic and there is nothing tentative or fumbling about this tale of an eccentric, Hippolyte, who reviews his own life, its many oddities and the person on whom he had an influence for good or evil, without being deeply touched by any of them. He has sold a woman to an Arab merchant, settled a fortune on a novelist who earns a living as a homosexual prostitute, taken a mistress and married a quiet provincial girl. All this against a background that is never overtly stated but is Paris, Algeria and France. Miss Sontag is clearly someone to reckon with in the literary world and this novel of hers is due to provide many a talking point.

Where Love has Gone by Harold Robbins: Blond. 25s, is another of this author's moderately sensational novels, this time concerned with a man whose first marriage has had a lamentable psychological effect on him, and who is reaching for success when he hears that his first wife's teenage daughter has just confessed to a murder. To protect her he must plunge back into the circumstances of his old life and take a chance on losing his new happiness. Plenty of bright, social detail and a good deal of less attractive matter but, as before, very readable.

The Witch's Son by Ira J. Morris: Heinemann. 21s, takes one back to the days when Burgundy was a dukedom and its court at Dijon the heart of an empire stretching from the Rhine to the Pyrenees. Miss Morris excels in the romantic reconstruction of long-ago histories and figures both real and fictional. She writes with a solid background of historical research. **Vernon Fane**



Top: "The Entombment" by Anthony van Dyck. The drawing, in the Chatsworth, Devonshire Collection is reproduced in *Flemish and Dutch Drawings from the 15th to the 18th century*, published by Weidenfeld and Nicolson at 35s

Above: In his painting of the construction of a wooden framework, Peter Bruegel combines his artistic creativity with his skill as a builder-craftsman. From *Look or The Keys to Art*, text by John Canaday, published by Methuen at 75s

been revised to include comments on the much publicised Peerage Bill, and the reorganisation of the Ministry of Defence. Lord Morrison's many anecdotes stemming from his own experience are of enormous interest, especially his account of that capital parliamentary offence when he and his department forgot to get Parliament's permission for the National Fire Service. It was three years before the error was discovered, and the Minister had to go down to the House and explain and apologise.

Two writers take a long glance back at Britain's ill-starred Suez adventure. Professor Leon D. Epstein's survey, *British Politics in the Suez Crisis*, is a cool, detached analysis of the British political system operating under conditions of severe strain. Here was the old imperial issue being fought out for the last time, an issue, as the author says, that was to lose its relevance as Britain turned into the '60's. D. M. J. Clark's *Suez Touchdown* is quite another kind of book. Here is a glance back in anguish by one who was on the spot, and at what might have been if there had only been a bit more resolution behind the troops. This is a soldier's tale, not a politician's, the sense of anti-climax after the ceasefire is powerfully presented. "Why the hell have we been stopped was the query on every soldier's lips," and the author still wants to know just why. **Richard Edmonds**

Photographed by Tom Hustler

LEADERS OF BRITISH INDUSTRY: **DAVID DRING MORRELL**

Mr Morrell is Chairman and Managing Director of Mitchell Construction Holdings Ltd. and The Mitchell Construction Kinnear Moodie Group Ltd. He is seen here in the new Victoria Underground line tunnel system at Oxford Circus which is being constructed by Kinnear Moodie and Company Ltd. Born 49 years ago, Mr Morrell was educated at Quintin School. He began his career in the office of a chartered surveyor before joining the planning department of EMI. Later he returned to a professional office, where he qualified as a Chartered Quantity Surveyor in 1947 and where he was engaged on work in connection with heavy civil engineering and power station construction. Mr Morrell joined The Mitchell Construction Company as Chief Surveyor in 1949, and was appointed Assistant General Manager in 1953 and General Manager in 1954. He was appointed Managing Director in 1958, when the company was incorporated. Today, Mr Morrell is Chairman of six companies within the Group, including The Mitchell Construction Company Ltd., and Kinnear Moodie and Company Ltd. The combined experience of these two companies in "hard rock" and "soft ground" tunnelling is believed to be without equal anywhere in the world. He is also a director of the Group's subsidiary companies in Canada and Northern Rhodesia and frequently visits the overseas offices. Mr Morrell is a member of the Council of the Federation of Civil Engineering Contractors. He serves on its Wages and Industrial Committee and Conditions of Contract Committee, and is Chairman of the Midland section. Married with one son and two daughters, Mr Morrell's home is in Stamford, Lincolnshire. His recreations are sailing, the theatre, travelling and golf. He pilots his own plane, and is on the Council of the British Aircraft Users' Association

BUSINESS CONSULTANTS

by The Sphere Industrial Correspondent

When an American consultant who had been working in Britain lashed out early this year, describing us as a " half-time nation," with industry managed in a half-hearted way by half-trained management, British members of his profession did not know whether to be pleased or embarrassed. His strictures certainly gained the profession a lot of publicity, most of it approving; on the other hand, they did not say much for the results that the profession has achieved over the 40 years or so that consultants have been operating in this country (from the beginning, some of them American).

A number of British consultants thought the criticism too sweeping; moreover, some of them thought the comparisons with America biased. " Among the best companies," one of them commented to me, " I certainly wouldn't rate British management below American. German management, now, that might be another story; you have to hand it to them for sheer professional approach. But in some of the biggest companies in the United States I've seen waste of talent and effort that we wouldn't tolerate in our best companies here."

The Management Consultants' Association, representing ten consultancies with nearly 1,500 professional members, with a total turnover of £8 million at home and abroad, the great majority of the profession's total business turnover in this country, was cautious. "From our point of view," commented its chairman, Mr D. L. Nicholson, shortly afterwards, " the wheels are turning now and a far more professional attitude is being taken to industrial management. We all know that much needs to be done, but it is being done steadily, though cautiously, as is our way. We fear, however, that it is being done too slowly."

Counting in consultancies outside this association, there are probably about 2,000 management consultants working in Britain today, perhaps a hundred or so of them in American firms here. There is no reason to underrate the performance of those American firms: indeed, little chance, since some of them advertise and invite publicity more readily than the British. Most of the original pioneers of scientific management techniques were American, and from the inception of the technique onwards there has been a steady flow of new ideas outwards from the United States. Comprising the largest aggregate of modern industry in the world, with a much wider and deeper acceptance of management training, the American economy has inevitably generated the biggest range of specialists in ways of improving industrial performance.

Moreover, there is a sense in which the American consultant is sometimes more acceptable and hence more effective in Britain or Europe than the consultant of the same nationality. In developing the Fawley Productivity Agreements, for example, which have caused so much interest in recent years, Esso Petroleum chose an American company. This was partly because the company thought the American firm would do a better job than a British firm that had also tendered for the job; but partly also because they thought, rightly, that Americans would prove more acceptable to the trade unions whose co-operation was necessary.

Nevertheless, it is easy to cite cases where the reverse holds true, and where ignorance of the traditional patterns within which a firm lives can render quite logical advice pretty useless. One family-run private firm of my acquaintance, some years ago, feeling vaguely uneasy about its performance, brought in a consultant. After a conscientious survey, he put in an elaborate report of many recommendations, employing the most elaborate of analytical techniques and suggesting far-reaching alterations in organisation. He also recommended bringing on to the board some new part-time directors. The firm adopted this suggestion; for the rest, the existing management simply did not feel qualified to judge the value of the recommendations, and some of the changes suggested were far beyond anything immediately practicable. When one of the new directors commented on this to the consultant, the answer was that his appointment was suggested so that the firm would acquire someone who was capable of understanding the report they had submitted.

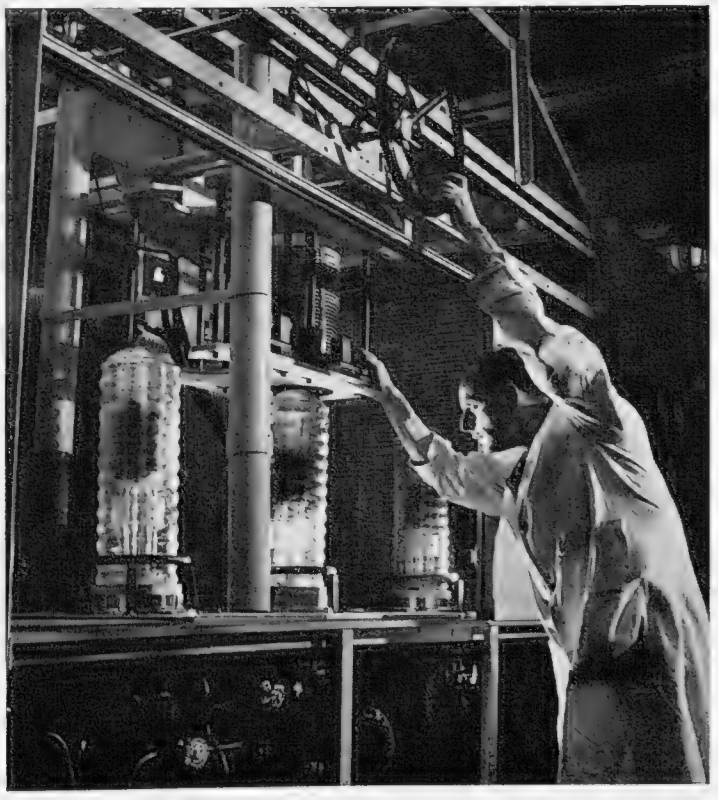
Yet on balance, British and American, there is no doubt that the contribution of management consultants to increasing producitivity in this country is already significant and will become more so. Professor J. Johnston, of Manchester University, indeed attempted to measure this contribution in a paper last year; his results, though drawn from a small sample, sounded rather striking.

Looking at more than 600 jobs done by the four biggest firms of consultants in Britain—representing 10-20 per cent. of the cases on these firms' records—he divided them into three kinds. For some jobs, the improvement would not be measurable; for others, it could have been measurable, but was in fact recorded as blank or nil; thirdly, came jobs where it was worth measuring. About a third of the jobs, he found, were not measurable in effect—for example, where the consultant was asked for broad advice about general management, or changes required to meet a new situation. About a sixth showed nil or blank results: not all were failures or proposals turned down, because many of them involved the consultants suggesting a variety of changes, certain of which were chosen, put into practice, and measured by local management.

About half of these cases, however, involved advice by the consultants of which the results were directly measurable: and the net savings turned out to be quite large. The increases in productivity generated by the resulting shades were generally of the order of 10-60 per cent.; very few were under 10 per cent., and about a third of them showed improvements of more than 60 per cent. When the money savings to the firms concerned were compared with their " investment "—i.e. the fee they paid the consultants—the " return " on this investment averaged no less than 200 per cent!

Among these successful jobs the average consultancy job took about 12 consultant months (e.g. one professional for a year, or two for six months, and so on). It achieved a productivity increase of over 50 per cent. It cost about £7,000, and saved about £14,000 a year for the firm concerned (which had, incidentally, a labour force of about 110 workers affected by the consultancy operations). Professor Johnston made a rough calculation applying these kind of results to the 2,000 or so consultants operating in Britain: on this calculation, their work might well have accounted for about a quarter of the whole annual productivity increase we have been achieving in manufacturing industry in the past few years.

It is probably among Britain's medium-sized firms that management consultants could make the biggest contribution; conversely, it is the biggest companies that are set up best to gain full value from their advice. Medium-sized companies are not necessarily easy to persuade that their management would benefit from outside advice; even when they seek it, the form in which it is offered may be hard for them to digest, as we have seen above; and the radical changes sometimes prescribed may call for an influx of new personality or new capital that such firms do not find it easy to secure. Big companies should and often do know enough about management and their own structure to use consultancy mainly as an expert professional cross-check on their own professionalism inside; they have the resources in men and money to carry through properly those of the outside suggestions that they think wise. So it is probably easier to be efficient when you are big (although this does not necessarily follow), but the real area for effort comes farther down the scale.



Processing the components of radio transmitting valves at one of the works of Mullard Ltd. The components are placed in a vacuum contained by the fused-quartz containers. The coil which is about to be lowered induces a high-frequency current and heats the components to remove gases trapped in them. More photographs by Walter Nurnberg from his exhibition in London entitled Eye in Industry are on the following four pages

EYE IN INDUSTRY

A London exhibition concentrated on six major British industries

An exhibition of industrial photographs by Walter Nurnberg and of photo-electronics is being held at the Electronic Centre, Mullard House, Torrington Place, London W.C.1, until May 29. The exhibition called " Eye In Industry " was opened by Lord Thomson of Fleet. In the exhibition Nurnberg has concentrated on six major British industries: steel, textiles, paper, engineering, distilling and electronics. The setting is designed by John Jedwab and includes working exhibits used within industry which show how the human eye is assisted—sometimes replaced—by electronic eyes.

Walter Nurnberg's sympathy with machines and especially with the people concerned in industry has earned him a leading position among industrial photographers. He feels that over the last century workers have driven a wedge between their working and home lives until nowadays the two are completely sectioned and separated. It is in this field that Nurnberg feels there is a special role for the industrial photographer, of forming a bridge between the two.

Nurnberg's background has probably had a great influence on his art. Born in Berlin in 1907 he worked for six years in banking and on the Berlin Stock Exchange. He left the world of finance to study at the Reimann Art School in Berlin and there came under the influence of the German photographer Albert Renger-Patzsch. Mr Nurnberg subsequently moved away from Renger-Patzsch's classical approach to photography and in 1934 he left Berlin to become an industrial photographer in Britain.

The Mullard Company has shown before how the arts can be used to express the atmosphere of science and industry. In 1956 Barbara Hepworth was commissioned to provide a sculpture " Theme on Electronics " for the Company's head office, Mullard House, and in 1960 ten sculptors competed for a 500-guinea prize to provide a design to symbolise the role of the company's research laboratories near Redhill, Surrey. The prize-winning entry was " Polar Theme " by Keith Godwin. In 1959 Mullards held an exhibition of paintings by Roy Nockolds symbolising scientific principles.

Above right: Fixing the connector leads to silicon alloy transistor assemblies at Mullard's Southampton works
Right: Sprays oiling wool at the Cam Mills of Hunt and Winterbotham
Opposite page: The furnace men are in one of the steel plants of Samuel Fox (which is part of the United Steel Companies) at Stocksbridge, Sheffield

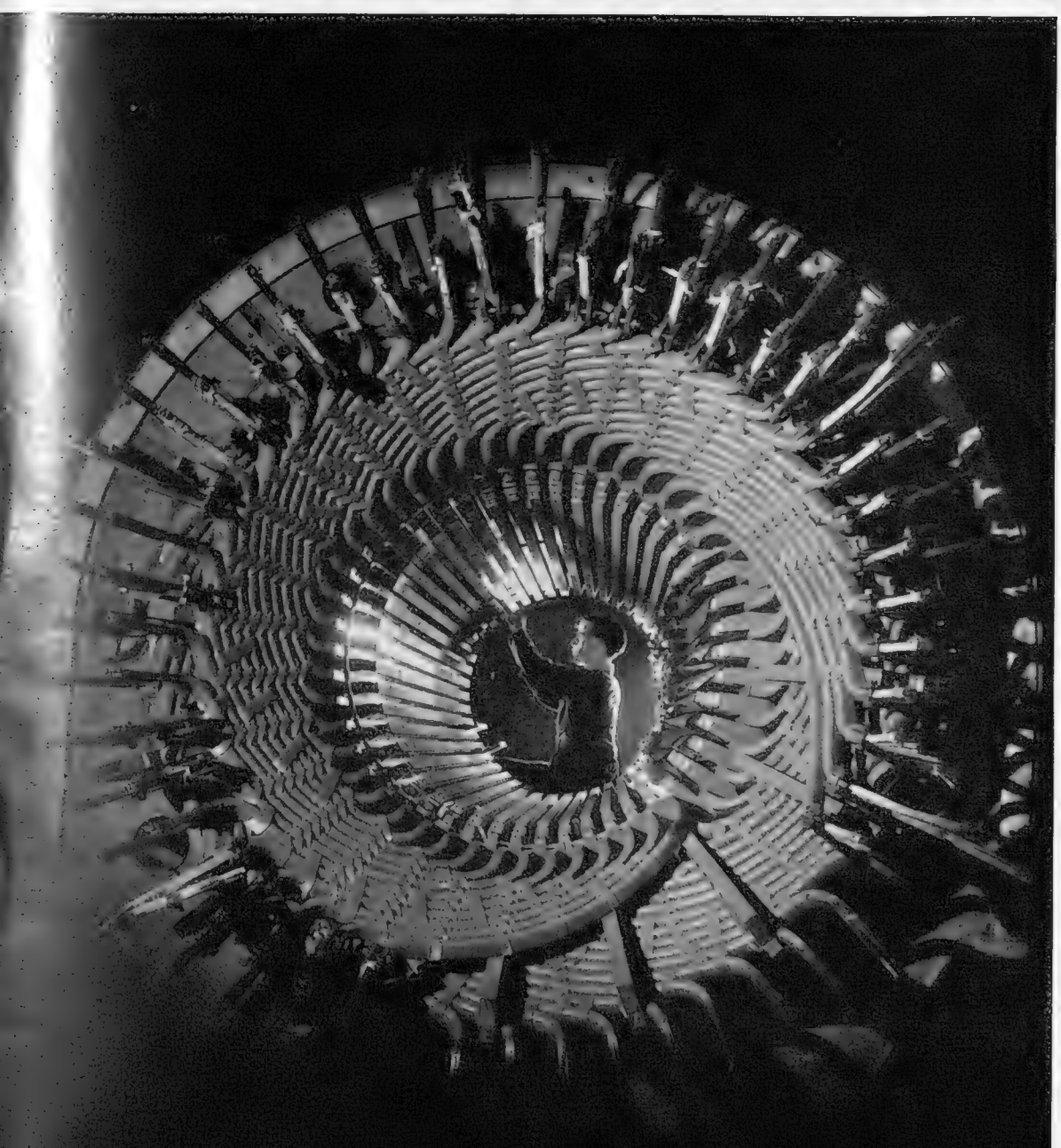
(More pictures from the current exhibition in London can also be seen on pages 212 and 213)

EYE IN INDUSTRY

The Exhibition of Walter Nurnberg photographs
—continued from previous pages

Left: Raw materials, basically wood pulp, are being poured into the swirling vortex of a pulper at the Wansbrough Paper Co. (part of the Reed and Smith Paper Mills) in Watchet, Somerset

Below: Twin-milling the side faces of tunnel lining segments for the Jarrow-Howden road tunnel at the works of the Carron Company, in Falkirk, Scotland



Above: Grist and hot water flows into the Mash Tun to begin the making of whisky for John Dewar and Sons at distilleries at Aberfeldy near Perth

Left: An apprentice winding the stator of a 30mw steam turbo-alternator at the Stafford works of the English Electric Company

Far left: Special preparation of York Hams at one of the works of Marsh and Baxter

THE FARMING REVOLUTION BY BRYAN PLATT

214 In order to understand the nature of the changes that have taken place in British agriculture since the war it is necessary to plough well below the surface of the dramatic technical advance that has been made during the same period. Not that progress in the techniques employed by the industry has been without significance. Indeed, the phenomenal rise in mechanisation and disease control; higher yields from livestock and plants; the introduction of more chemicals and the increasing use of fertilisers; the application of work study and the erection of labour-saving buildings; and, above all, a wider understanding, by farmers, of the potential of these techniques, has made possible, not only greater output, but also a better overall standard of husbandry.

During the last 25 years agricultural output has soared by 50 per cent., despite a reduction in the labour force of nearly one-quarter, and the constant loss of productive arable land, to meet the demands of an expanding and more sophisticated population.

This, in itself, is a remarkable record in an industry which, in being composed of some 300,000 production units, is unique. It has been achieved, not only because of the success of the scientists and engineers employed by the industry, but because agricultural advice has met a ready response from the farmer. Advisers, employed by both government and commercial firms, have found farmers anxious to learn about new techniques and to practise them where possible and, to this end, they have been aided by a more imaginative and realistic farming Press.

Inside an egg packing station that is typical of the revolution in agriculture. Careful examination, grading and packing of eggs by a marketing society ensures that the customer gets the product in perfect condition

It is significant and entirely logical, for instance, that *Farm and Country*, which recently made its appearance in a new, monthly form, should have changed its policy to tackle a wider range of subjects. Modern farmers are progressive individuals who want to understand the purpose as well as the details of the Annual Price Review. They want to know about movements in international trade, and trends on the domestic front. In exploring such matters as these and in illustrating technical progress, *Farm and Country* now provides a unique service—one that the farmer of today has been seeking.

The agricultural revolution, however, has been taking place within the context of a national policy which, for all its glaring faults, has remained helpful to farmers and growers. During and immediately after the war, production responded magnificently to official encouragement, and the Price Review system arose directly from the consultations between government and industry that were then essential. Guaranteed prices have provided farmers with security in which to build up their businesses and, by a series of production grants, capital has flowed into an industry drained by a century of neglect. But, while all political parties pay lip-service to the basic principles of the 1947 Act, it is now obvious that radical changes are necessary. Production has outstripped demand for some commodities; the immediate shadow of the Common Market has made way for a planned national production within the framework of world trade; and a ceiling has to be set on a subsidy bill that has risen uncontrollably—largely due to undisciplined imports.

A beginning has been made in modifying the national policy to guarantee minimum prices only up to particular levels of output and, while some object to a food production straight-jacket in a world of want, the principle of standard quantities and international commodity agreements will be extended to cover all Review commodities. In general such a planned production, integrated to the needs of the market, is orderly and appeals to the modern farmer. He has broken the chains of tradition that have persisted from the times before the Industrial Revolution, when man farmed for his own subsistence and that of his immediate community. Now he farms almost exclusively for unseen customers in the cities. Until now he has expected the public to purchase whatever he produced—whatever its quantity or quality.

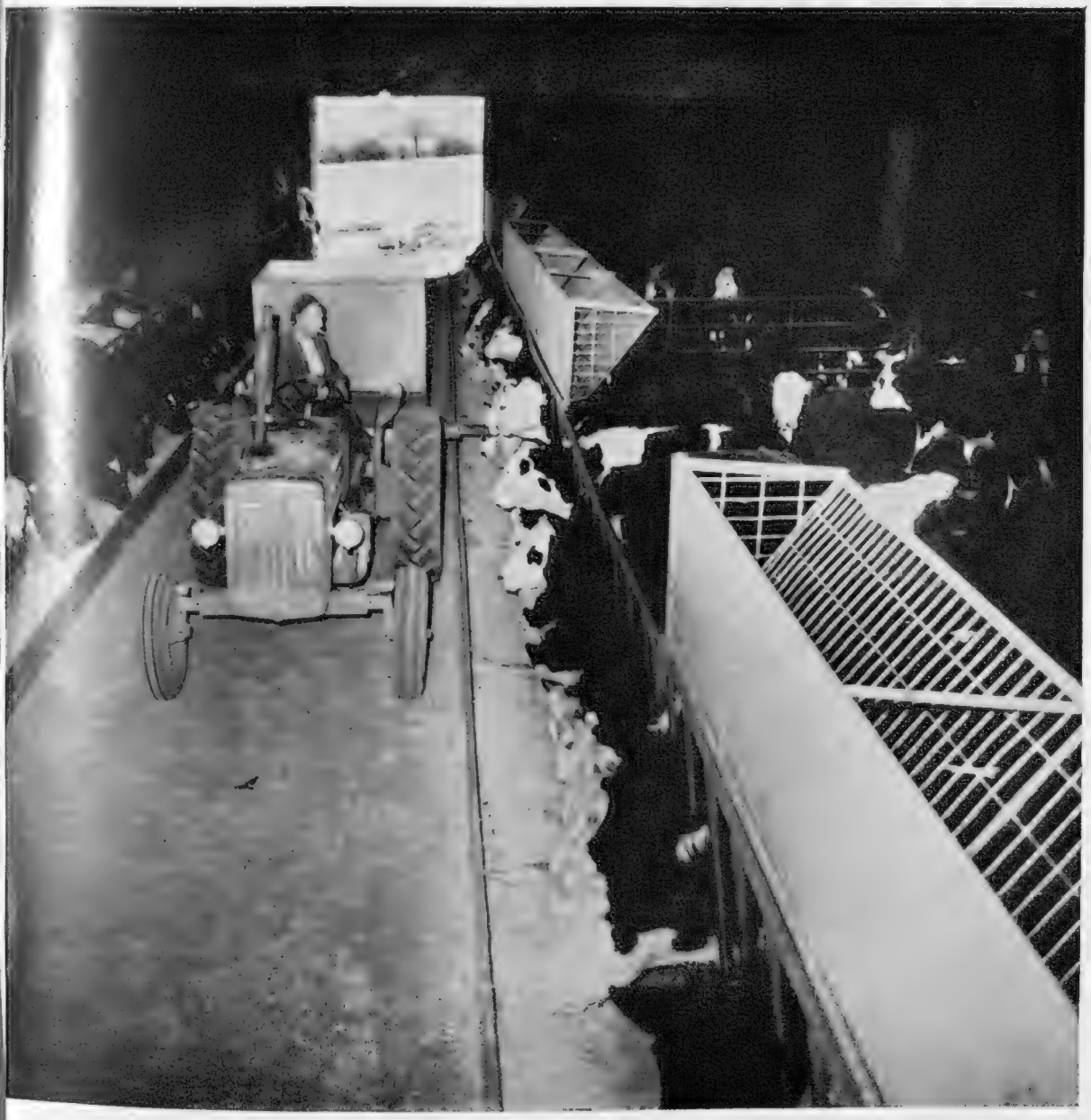
At last, however, the farmer's boy, who has learnt how to reap and sow almost too enthusiastically, is learning how to sell. And the much-maligned businessman, who entered the industry after the war, bringing with him much-needed capital, introduced commercial practices and a commercial attitude into the business of farming. He, and a younger, more receptive generation of farmers, appreciated that the production of any agricultural commodity can no longer be haphazard: eggs and bacon, meat and mushrooms, cauliflowers, and even spineless cucumbers, need to be planned in volume and type to suit the changing needs of the customer. They recognise that there needs to be a tight liaison between all the links in the long chain of events which compose agricultural marketing: field research, breeding, production, grading, packing, presentation, advertising, distributing, processing, retail selling and market research. None of these links can be divorced from the others, and farmers have been forced to accept the necessity of integration. To achieve uniformity of product, in the very large quantities required by the poultry trade, for instance, the inter-relationship of breeding stock, hatching, rearing, producing and sale of eggs, or table birds, is of the greatest importance.

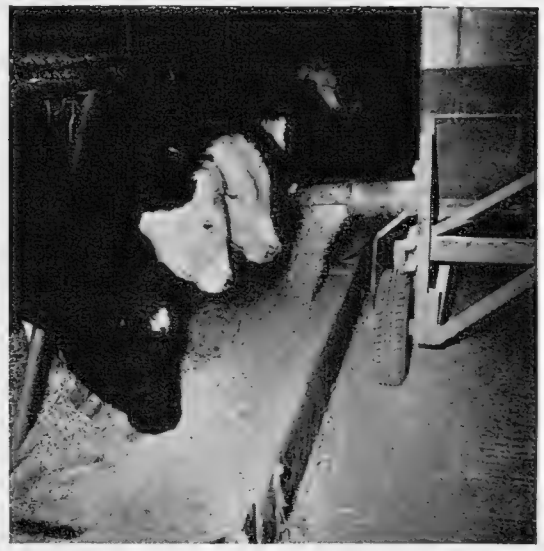
Integration involves organisation. Therefore, to establish specialist marketing facilities, and to supply a dwindling number of buyers as the retail trade re-forms under the banner of supermarkets and chain stores, the industry is having to overcome its major weakness—the fragmentation of its production. This handicap has also become apparent in buying, as the number of suppliers of farm raw materials has been reduced. The awareness of this necessity to pool resources of all kinds has led to an upsurge of co-operative activity of various kinds, which, although by no means as powerful as that on the continent or in the USA, is increasing rapidly.

Production costs are being minimised by the group purchase of requirements. Investment is being curtailed by syndicate ownership and usage of machinery. High quality produce is being marketed by county groups and other agricultural and horticultural co-operatives. And vast, integrated productions and sales, mainly in livestock products, are being financed by farmers—thereby withstanding the pressure of businesses ancillary to the industry, into whose hands ownership would otherwise pass.

There is, of course, some danger that efficiency may prove its own enemy. The scale of some integrated livestock empires, particularly recent plans for the factory production of eggs, beef and pigmeat, has shocked the industry but, while these developments may lead eventually to a more rigid planning of national output, farmers can do no more at this stage than set up their own joint enterprises to compete on equal terms. This they are preparing to do.

This change of attitude, however, towards planned production and disciplined marketing, including attempts by processing and distribution to retain control of produce from farm gate to shopping basket, is of the deepest significance. It has not come about by chance, nor has it arisen solely as the result of economic pressure. It is the result of deliberate and intelligent farmer action. Technical advance, new capital and a stimulating national policy would have fallen on infertile soil had not farmers' minds escaped from the narrow furrow of the past. They are breaking fresh ground because of a new approach to their job. This is the nature of the revolutionary change that is taking place.





Above and left: Some 180 beef cattle are fed in 1½ minutes on Mr Kublin's farm in Suffolk. The trailer unloads into one manger on the journey up, and supplies cattle on the other side with their rations on its return journey

Top: Sow and litter units on the farm of Mr D. W. Taylor — probably the largest single pig unit in Britain—at Pimperne in Dorset. It has an annual throughput of 10,000 fattening pigs. In addition, breeding stock number about 2,000. The photograph also illustrates an article about Mr Taylor's farm in the current issue of the new monthly, *Farm and Country*, which contains a number of articles on pigs, from management to marketing, as part of a special theme

(see also following page)

SENSITIVE CAR SHARES

by The Sphere City Correspondent

216 For a trade that has completed one *annus mirabilis* and is now proceeding through a second season of roaring boom, the motor industry is being treated with remarkable caution by British investors. Good news is looked at from every angle, weighed, measured, and usually found in some way wanting; and the slightest breath of a setback sends shares sliding downwards. Only Leyland, with its indubitable achievements, is at a clear peak; British Motor Corporation sticks soggily around 18s, and will probably go lower; the garages, and any component firms, like Lucas or S. Smith, who might be affected by the resale price maintenance row, are far below the levels reached at the beginning of the year; and such a once-impregnable favourite as Jaguar has slumped by a full third since January.

Some of this is justified, of course. The car-makers are certainly doing remarkable business at the moment, and if the sort of production figures notched up in January and February, and the almost unprecedentedly successful winter sales, are continued during the rest of the year, then 1964's output would be no less than 20 per cent. above 1963—which in itself beat previous records by 28 per cent. But such a rate of progress, in such a key part of the economy, would certainly start to cause overheating and bottlenecks long before Christmas, and there will undoubtedly be a slow down during the summer.

In the rather longer term too, exports are likely to become more difficult—especially to Europe, where the build-up in capacity at Volkswagen, Renault, Fiat and the rest has been every bit as fierce as at Dagenham and Cowley and Luton, and the Common Market tariff is steadily rising against us.

One cannot help feeling, however, that some of this caution is a bit exaggerated at present levels. BMC, far and away the biggest unit, has taken a long time to weld together the old Austin and Morris empires, and at times—notably with its Minis—it has found profits a good deal harder to make than successful cars. But internally it is now stronger than it has ever been, its 1100 range is producing a series of world beaters, and—most important from an investment point of view—the profit-per-car has nearly trebled in the last year. If the share price drops—as it probably will, with the first news of a summer cut-back in production—the shares should be well worth holding on to for another year or two.

Jaguar, after some—by Sir William Lyons' rather exalted growth standards—slightly disappointing results, and the further depressing effect of the recent scrip issue, are now offering a $1\frac{7}{8}$ yield on dividend, and 12 per cent. on earnings. Despite a slight tendency for Mercedes and others to erode their prestige market at the top end, there should be sufficient up-and-coming customers around the world to keep progress going for another few years yet. If so, the "A" shares, at 32s, look historically cheap.

The real anomaly, however, in the motor world, is surely to be found among the garages. Here the great—and in the short-term justifiable—fear is the effect of an end to resale price maintenance. Men with heavy capital sums tied up in shiny High Street showrooms and elaborate service facilities see the cream of their trade going to fly-by-night operators with no effective overheads whatever. And to some extent, as the cut-throat experience in the States some years ago shows, this will happen. But it is a phenomenon of a few months, not of years. And, in a fairly short time, the massive strength, experience, reputation and credit-worthiness of the established dealers and distributors reasserts itself, to leave them, if anything, more solid than before.

In any case, if there are to be any casualties, they will fall among the small-to-medium men whose finances cannot stretch to cover the difficult period. The suggestion that Mr Heath's RPM activities will have any permanent effect on Kennings, or Stewart and Arden, or Henlys, or Caffyns, or Bristol Street Motors, seems quite ridiculous. Yet their share-prices have dropped —10-15 per cent. in the last few weeks.

Kennings, the biggest, fastest-expanding, most widely spread, and among the most shrewdly managed garage chains in the country, look the obvious snip here. Their power in adversity has been proved over and over again—profits have never shown a setback in the last decade, though other people's have veered wildly. In an era which is going to see more concentration, ever-larger units, and the need for far more scientific management, there is a good case for thinking that Kennings' next decade may be even more successful than their last.

For a second string, and a slightly higher yield, I would put forward Pride and Clarke, the South London group, who have made a healthy fortune out of scooters for the typists, and high-powered motor-bikes for the rockers. They have a flourishing car side, with a particularly interesting distributorship for the Czech Skodas, of which last year they sold every single one they were allowed to import. And their proven feel for the youthful pulse should pay good dividends, as we move into a period when the car becomes as important to the British teenager as it is to his American counterpart.

Four to lock in the garage

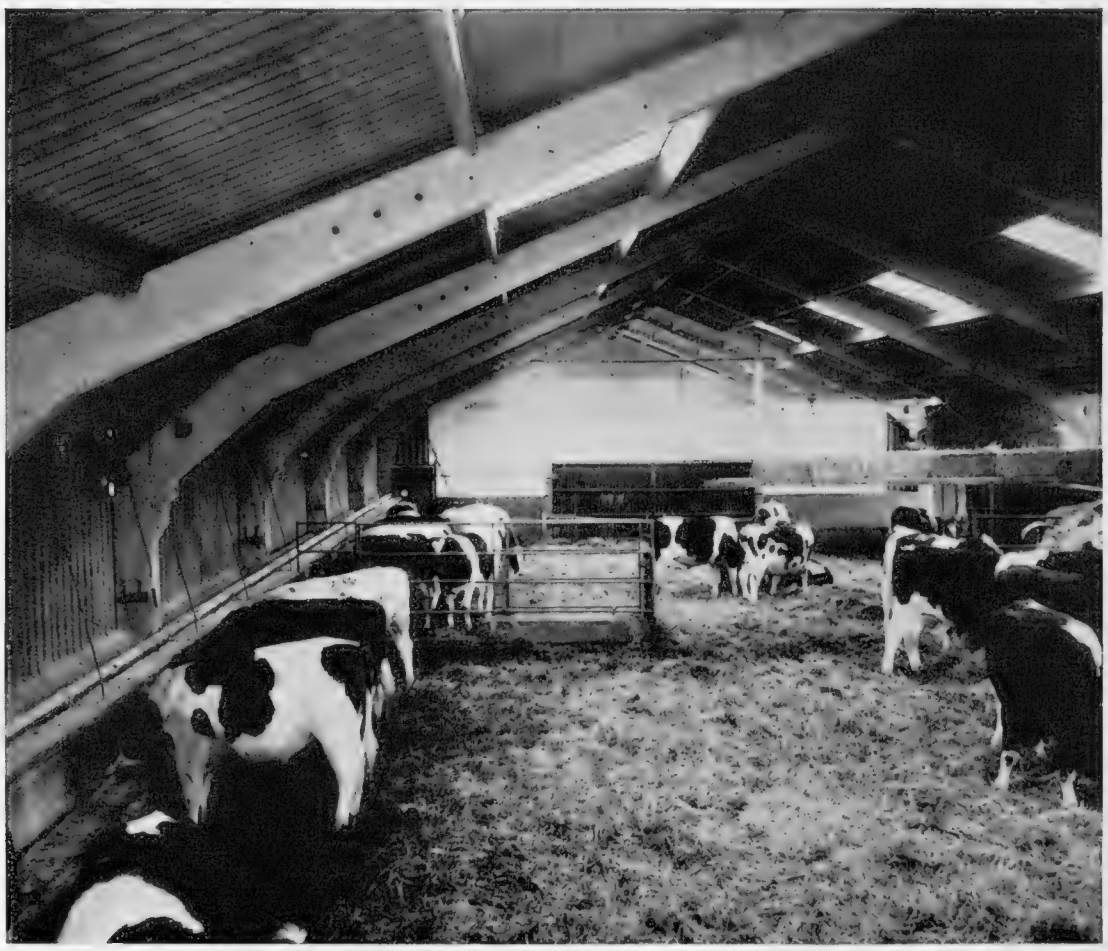
	Price	Yield %	Times covered
BMC	17s 10½d	6·3	1·4
Jaguar "A"	31s 9d	1·9	6·7
Kennings	15s 3d	3·6	2·4
Pride and Clarke	21s 3d	5·2	2·4

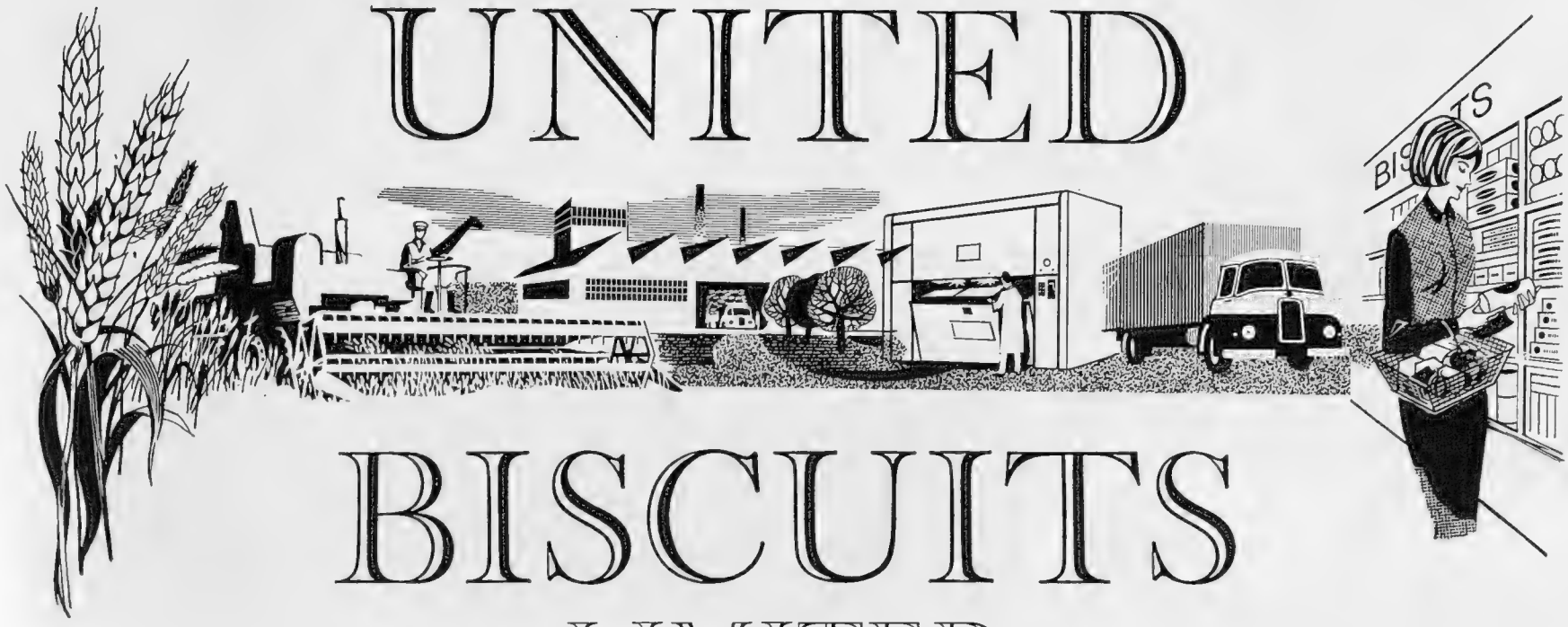
THE FARMING REVOLUTION

continued from page 215

Below: 'Desco' bulk milk tanks on Mr J. D. Alston's Norfolk farm. The milk is transferred by pipeline from an adjacent herring-bone milking parlour to the tanks. These are also emptied by pipeline into tankers visiting the farm

Right: Friesians fattened on the barley beef system on Mr Dennis Holland's Park Farm at Lavenham in Suffolk. The building was awarded first prize in the Country Landowners' Association's building competition last year





Mc Vitie & Price Ltd · Macfarlane Lang & Co Ltd · William Crawford & Sons Ltd · D. S. Crawford Ltd

Statement by the Chairman, Sir Peter G. Macdonald, J.P., W.S., to be presented at the Annual General Meeting on May 28th, 1964.

I am glad to be able to report that in 1963 group sales reached the record figure of £33,750,000. This represents an increase of £1,370,000, or 4 per cent, on the corresponding figure for 1962 and is a particularly fine achievement in a year in which the national total production of biscuits remained static. The trading profit figure is once again the highest recorded.

CAPITALISATION ISSUE

In November 1963 we carried through a capitalisation issue of three ordinary shares of 10/- each for every five ordinary shares of 10/- each then held, thereby increasing the issued ordinary share capital from £7,110,136 to £11,376,217. Shareholders will recall that capitalisation issues were effected in 1955, 1958 and 1961, and as a result of these operations, a member who took up in 1948 100 ordinary shares of £1, costing £125, and who has preserved his holding, now owns 960 ordinary shares of 10/- each, of which the present market value is approximately £1,725. The measure of the expansion of this group over the past sixteen years is indicated when one considers that the original ordinary share capital was £2,000,000 and that by 28th December 1963 such capital, together with group reserves, totalled £17,447,000.

GROUP ACCOUNTS

The group profit of the past year, after charging depreciation, directors' remuneration and provision for pensions, amounts to £4,382,449, compared with £3,919,769 in 1962, an increase of £462,680.

These results were to some extent helped by favourable ingredient prices, particularly sugar. Towards the end of the year, however, prices of some main ingredients rose.

Income tax and profits tax require £2,263,720 leaving, after taxation, a balance of £2,118,729 (1962—£1,909,647). The preference dividend, less tax, absorbed £36,750, and the dividends on the preference shares of a subsidiary paid to outside shareholders amounted, less tax, to £813.

An interim dividend of 6 per cent, less tax, paid in October 1963, on the then issued ordinary share capital of £7,110,136, required £261,297, and your directors recommend that, in view of the satisfactory results for the year, a final dividend on the increased ordinary share capital of £11,376,217 be paid at the rate of 7½ per cent, less tax, requiring £522,595. The total dividend for the year on the ordinary shares is equivalent to a rate of 11¼ per cent on the ordinary share capital of £11,376,217 now in issue, and compares with an equivalent effective rate of 10 per cent for 1962 on the increased capital.

After meeting the expenses of increasing the share capital, the balance of un-appropriated profit of £1,259,368 (1962—£1,162,726) has been transferred to revenue reserve.

BISCUIT MANUFACTURING COMPANIES

After William Crawford & Sons joined the group, in June 1962, a committee of the Board was formed under the chairmanship of Sir Douglas Crawford, to study and deal with all matters of co-ordination and integration within the group. This committee led to the formation in June 1963 of a Management Committee for the group under the chairmanship of Mr. Hector Laing. I am convinced that the successful results shown this year can be attributed, in no small measure, to the teamwork, skill and foresight of these committees.

D. S. CRAWFORD LIMITED

I am pleased to report that D. S. Crawford is now a wholly owned subsidiary of United Biscuits, the remaining preference shares to which I referred in my last Statement having been acquired during the year. Steady progress, and expansion outside Edinburgh, are being maintained.

EXPORT

Your Board has always considered that it is its duty, not only to the company but to the country, to seek outlets in the export market for the products of the group. As I have reported on a number of occasions in the past, our principal export market is in Canada, and the group's products are sold, to a lesser extent, in some fifty countries throughout the world.

With a view to stimulating and expanding our sales abroad we have, in recent months, strengthened our export side by the appointments, with special responsibilities in this field, of Mr. John P. Mann, M.C., and Mr. L. C. Deane, D.S.O., D.F.C., both of whom have considerable experience of overseas marketing.

THE FUTURE

Turnover for the first three months is showing a marked increase over last year, but less favourable ingredient prices will have some effect on profit margins.

MANAGEMENT AND STAFF

Members will wish to join me in congratulating Sir Douglas Crawford, our Vice-Chairman, on the honour of Knighthood conferred on him by Her Majesty the Queen in the New Year's Honours.

The achievement of good results in face of rising costs and increasingly keen competition has been possible only through the continued and increased efficiency of management and of staffs and employees at all levels. It is a pleasure to record my thanks and yours, the shareholders, to them for their efforts throughout the year.

SUMMARY OF TRADING RESULTS 1953 AND 1958 TO 1963

	in thousands of pounds						
	1953	1958	1959	1960	1961	1962*	1963
Turnover	9,500	18,200	18,500	20,200	21,600	31,700	**33,750**
Profit before depreciation and taxation...	1,472	3,186	3,108	3,576	3,657	5,039	**5,649**
Depreciation	238	662	648	699	738	1,132	**1,305**
Taxation	759	1,302	1,132	1,439	1,521	2,010	**2,264**
Profit after taxation available for appropriation	475	1,222	1,328	1,438	1,398	1,897	**2,080**
Preference dividend... ...	33	34	37	37	37	37	**37**
Profit after preference dividend	442	1,188	1,291	1,401	1,361	1,860	**2,043**
Dividend on ordinary shares	132	362	441	496	533	697	**784**
Profit retained	310	826	850	905	828	1,163	**1,259**

*The figures for 1962 include those of William Crawford & Sons Limited and D. S. Crawford Limited for 48 weeks only.

Copies of the Report and Accounts may be obtained from The Secretaries, United Biscuits Limited, 12 Hope Street, Edinburgh 2.

GOOD LIVING *by Ganymede*

218 The combined tasting of wines from Alsace and Bordeaux which is given every year by F. E. Hugel et Fils (Riquewihr) and Barton and Guestier (Bordeaux) jointly is always regarded as one of the important events of the spring wine tasting season. Once more I greatly enjoyed this party, for not only are all the wines of considerable interest, the lunch which follows is built round some specially chosen wines, and at the end of it the head of each house makes a short speech giving an incisive word-picture of the latest position in his area.

Following this pattern the recent tasting fulfilled all the expectations. Taking the wines in the proper order of tasting, the first group consisted of the simpler Alsace wines of the last vintage offered at this stage to the trade in cask. The non-vintage Flambeau d'Alsace, presumably a blended wine of the house of Hugel, impressed me as remarkable value at an estimated retail price of about 10s. The four 1963's to be shipped in bulk for bottling here were of a surprisingly high quality, being the first Alsatian wine I tasted of the last vintage. Sylvaner, Pinot, Riesling followed the expected crescendo of freshness combined with fruity finesse to culminate with a really excellent Traminer. Next came the French bottled 1962's, to my mind at the right age to be drunk during the rest of this year. I must hasten to add that in this respect I beg to differ from M Jean Hugel's view, who firmly maintains that Alsace wines gain a great deal by keeping, developing their finest qualities after a number of years. This is obviously a matter of taste, because it depends what you are looking for. To me, the greatest attraction of most Alsace wines is their fresh, youthful, fragrant charm, and I find that the attributes gained by age are more attractive in the white wines of many other regions.

However, returning to these excellent 1962's, I found that they were very much to my taste, and found it difficult to single out any one of them for special praise: there were 13 of them, each delightful in its own way. There were four Rieslings alone, the most exalted being the "Réserve Exceptionelle Auslese" (this should be sold by wine merchants for under £1); the delicious bouquet of the perfectly dry Muscat (Réserve Exceptionelle) was out of this world (about the same price, or a little cheaper). For a little more money one of the great wines of Alsace, the Traminer Réserve Exceptionelle Auslese is unbeatable in my view.

After such a fine array the Bordeaux side of the tasting seemed a little disappointing. Four blended wines Prince Noir 1957, and 1959, Leoburg 1957 and Roi Chevalier (St. Emilion) 1957 seemed sound, satisfying wines for everyday drinking at fair but not astonishingly low prices. The rest were samples of the 1962 vintage drawn from the wood. Here it is not possible to indicate retail prices, except to say that they will be well below the 1961 vintage. Of the nine wines shown in this collection several were bourgeois growth which will make pleasant drinking when they are ready. Of the classified growths, I found that the Langoa Barton showed the greatest promise.

Above: Alveston Manor Hotel, Stratford-on-Avon, and **left,** the dining room **Below, left:** At the Castle Hotel, Windsor, during the first of a series of wine tastings given by Trust Houses Ltd. in conjunction with Percy Fox and Co. Ltd. are from left: Mr W. J. Breen, Director of Trust House Hotels Ltd. and Joint Managing Director of Trust House Services Ltd., Mrs Lambart, wife of the Vice-Provost, Mr J. F. N. Surtees, Director of Percy Fox, and Mr J. H. L. Lambart, Vice-Provost of Eton **Below:** from left: Mr T. D. Miller, the Managing Director of Hertford Wine Co., Mr J. C. Ionides, Director of Percy Fox, and the Mayor of Windsor, Councillor Mrs M. Pressey, J.P. The wines tasted were selected by the Hertford Wine Co., which was formed recently to look after the buying, selection and distribution of wines to Trust Houses

With lunch there was an exceptional, selected 1961 Riesling, a great year in Alsace as in many other places; the claret was a 52 Langoa Barton in magnums, beautifully round and supple, and with the pudding course another 1961, a really superb Traminer of M Hugel's "Selection Personelle." M Jean Hugel in his most interesting speech told us afterwards that few of the fabulous 1959's are left, but, he assured us that these will indeed go on improving to a great, great age! (As I remarked earlier, this is purely a question of taste.) I agreed with him when he said that the 1961's are his favourites, for they are mine too. They have an extraordinary elegance, especially the Rieslings, and round fruitiness. The 1962's are very good, fresh, and perfect in the next few months. M Hugel then told us that 1963 was astonishingly a good vintage in Alsace after a good spring, a rotten summer and a fine late autumn which came in time for the picking.

Mr Barton's speech, of necessity, was rather less cheering, for Bordeaux was less fortunate in 1963, a very large quantity of very bad wine was produced. The Médoc fared a little better than St. Emilion. He ended by very highly recommending the 1962's, needless to add not for drinking now.

Hotel at the manor

What could be more appropriate and in the right mood when visiting Stratford-on-Avon during the season of the Bard's 400th anniversary, than to make one's headquarters in a manor house much of which is of Elizabethan or earlier origin? The Alveston Manor is such an hotel and on a recent visit I found not only the atmosphere pleasantly in keeping with the time and place, but also all the necessary comforts for a happy stay. In addition to the sumptuous rooms in the old building, new, ultra-modern suites have just been completed in the spacious grounds. In the restaurant, the welcome and the service are friendly and efficient, and there is a short but representative list containing all the essential wines.

MIDLANDS MATTERS

by The Sphere Midlands Correspondent

An enchanting echo of the Channel Tunnel/Bridge controversy came my way the other day when I was shown the first British-built passenger conveyor made by the Sandvik Steel Band Conveyor Company of Birmingham. This one is horizontal and only a few yards long, but the Sandvik people tell me they would happily supply them at almost any angle (at least, up to 15 deg. for going up and 12 deg. going down) and as long as you like—though their feeling is that about a mile is as much as people could stand on one conveyor.

At the time of the Channel discussions, it seems, they put up a scheme for installing their "moving pavements" throughout the whole length. Passengers would have started from one end on a slowly moving band and stepped at intervals to slightly faster bands until in the middle they would have been tunnelling under the sea at about 60 m.p.h. Stopping would have been a simple matter of reversing the process. An idle fellow myself, I find the prospect of pavement strap-hanging at that speed on my way to the office intriguing. But when would one have time to read the morning papers?

Exports up

Sir James Hutchison, a member of the Export Council for Europe and immediate past president of the British Chambers of Commerce, had some complimentary things to say to the Hosiery and Knitwear Export Group in Nottingham the other day. After noting that their exports to EFTA had risen by 40 per cent. in the past year, exceeding those to Common Market countries (although these had gone up, too, by 28 per cent.), he spoke about parochialism abroad. There had been a tendency to fix contracts in Paris so far as France was concerned—but there were other rapidly developing areas, and the Council intended to reconnoitre the Lille-Grenoble areas with a view to staging a separate export attack there. Other makers of consumer goods please take note.

Antique Treasures

The Midland Antique Dealers' Fair, which in five days at Solihull showed more than £750,000 worth of *objets d'art*, pottery, porcelain, pictures, furniture and silver—and sold about £100,000 worth—is becoming an increasingly strong rival in quality to the Grosvenor House fair, according to Mr A. T. Silvester, the chairman of the Solihull fair. Home dealers were about equally divided between the Midlands and other parts of the country, but dealers and connoisseurs from the Continent were also attracted. The treasures ranged from an 18th-century pack of cards in mint condition showing kings and queens of England and the Continent to a rare French piano by Guillaume Petzold, almost 150 years old, which sold for £2,500. And before they left, many dealers booked hotel space for next year's Fair, also to be held at Solihull Civic Hall.

À La Marples

Mr Marples was in his best cordon bleu vein when he opened the 44th SPD warehouse for Unilever's Birds Eye quick frozen foods at Hinckley. As an aperitif for lunch he took a glass of white wine, judiciously twirling the glass, and after lunch referred to his French vineyard and the time he and Mrs Marples spent learning to cook the hard way—as temporary apprentices to a French chef: "Fourteen hours a day for me; seven for my wife." The depot will serve 1,250,000 housewives in three counties, and before leaving to see how M1 motorists enjoyed frozen foods in a service area restaurant Mr Marples talked about his five years in a ministerial post. It had been rough, tough and enjoyable, he said, but his Ministry had laid the foundations of new road and rail systems as well as helping to reshape cities.

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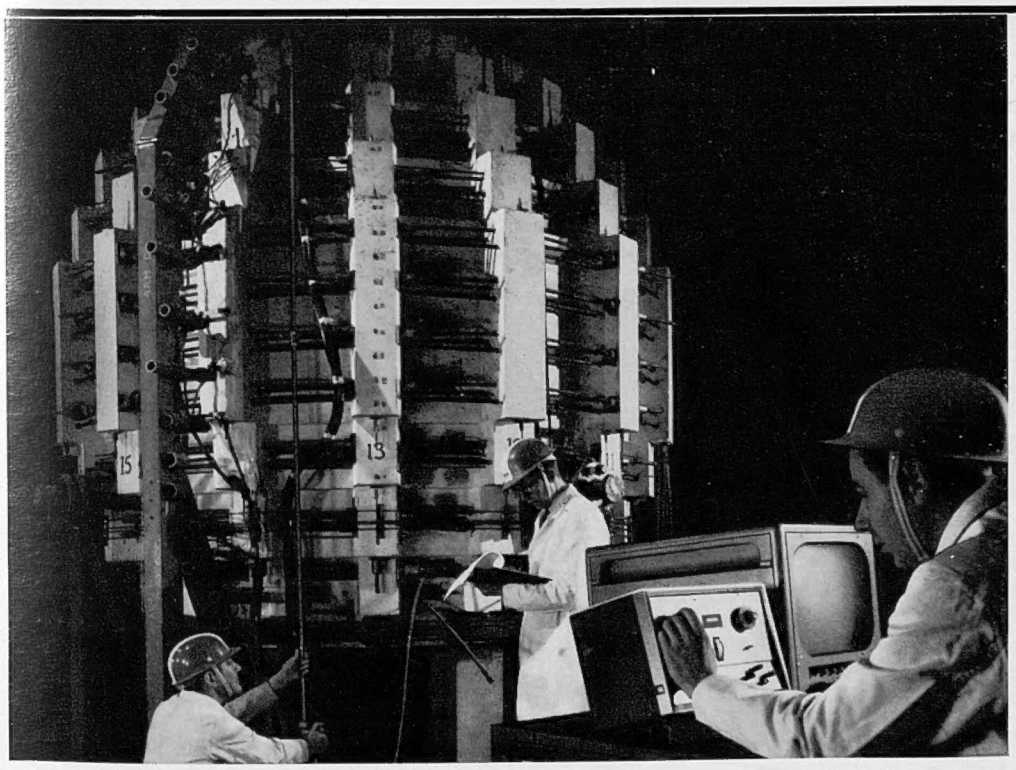

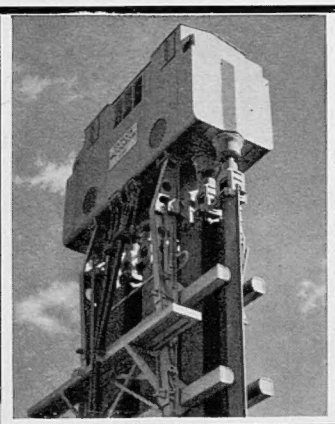

EXTREME LEFT *Research in progress in the development of pre-stressed concrete pressure vessels for atomic reactors.*

LEFT *Silent pile driving equipment invented and developed by Taylor Woodrow.*

BELOW *A view of part of the IBM Computer installation at Taylor Woodrow headquarters.*

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24–HOUR LE MANS

220 It is difficult to believe that in only six weeks' time that classic grand prix of endurance, the Le Mans 24-hour race, will have come round again. It is going to be a race of exceptional interest this year with a turbocar—and British at that—competing for the first time and various makes of British car with powerful V-8 engines from the US putting up an exciting challenge to the might of Ferrari who have won the race for four years in a row.

If the recent weekend practice over the famous Sarthe circuit gave any clue as to what is likely to happen during the race itself on Saturday June 20 and Sunday June 21 (it starts and finishes at 4 p.m.) it was the speed of the Ferraris, one of which, with Lodovico Scarfiotti driving, set up an unofficial lap record of 134½ m.p.h.

The British turbocar is a Rover-BRM. It is a development of the car which Graham Hill and Richie Ginther drove in last year's race without actually competing. It ran beautifully and—unofficially—finished seventh, averaging 107·84 m.p.h. and covering 2,593 miles. Because it was not competing, it was allowed to carry twice as much fuel as the piston-engined cars, otherwise this 7 m.p.g. car would have had to make many more refuelling stops. In this year's race it will be allowed to carry only 26 gallons of fuel like other cars of the 2-litre class, so much will depend on the efficiency and reliability of the heat exchanger the Rover company has developed in conjunction with a New York glass company. A rotating ceramic disc gives fuel economy by making use of the hot exhaust gases. Hill and Ginther will again drive the BRM, which has an enclosed aerodynamic body of " droop-snoot " configuration.

Ford of Britain have entered two of their new 200 m.p.h. GT models and the Rootes Group is doing battle with two of the new Sunbeam Tigers, a development of the Rapier but with bodywork considerably modified to give increased stability at speeds over 150 m.p.h. Both these new cars use the Ford V-8 engine.

The 1964 version of the Rover-BRM to take part in the 24-hour Le Mans motor race

Trickle charger for short-run batteries

I am in the happy position of running two cars, the smaller of which is used largely for shopping and other short local journeys. In consequence, its battery does not get an adequate charge all the time and often falls below normal strength. So I have invested in a trickle charger for use in conjunction with the electric-light socket in my garage. It is a Wipac Chargemobile, which has been paid the four-fold compliment of acceptance by BMC, Ford, Vauxhall, and Rootes as an official accessory at £2 19s 6d.

I fixed it without much difficulty to the bulkhead of my car. If you prefer, you can fit it to the wall of your garage. The makers claim it gives 20 hours' charging for less than a penny at between 1 and 1½ amperes. It has an automatic compensating device to prevent overcharging and I strongly recommend this neat mobile charger for use once a week for those who, in the ordinary way, drive their cars only a few miles every day.

The battery is one of the most vital features of a car's equipment, yet it is one of the components we are most inclined to take for granted and neglect. Weekly inspection to check the level of the electrolyte—which is a solution of sulphuric acid and distilled water—is well worth while. The level of the electrolyte should be kept at between ⅛ in. and ¼ in. above the top of the plates. It is harmful to overfill the battery and this can be obviated by using one of those handy little plastic fillers made by Lucas, Tudor, Crompton Parkinson and others. They feed the battery with just enough distilled water before shutting off the supply automatically.

Batteries are much easier to top up than formerly and one of the best is the Exide Auto-fil, with which topping-up is a simple, one-shot job carried out in 30 seconds. Another battery I can strongly recommend from personal experience is the Oldham Red Top heavy duty model which gives more starting power because the new design eliminates exposed cell links and reduces voltage losses.

Road-testing the Volvo 122

Following my recent visit to Sweden to see the new £15 million Volvo plant at Gothenburg, I borrowed a Volvo 122 saloon for a road test in Britain as I had not driven one of these cars for many months. I found that I had to subtract nothing from the high opinion I had previously formed of this strongly built, cleverly engineered, well-finished Swedish car which has proved its worth over and over again in many tough rallies.

With this 1,780 c.c., 95 m.p.h. four-seater everything seems to be in the right place. For instance, you can reach all the control switches without difficulty from the driving seat, even when using the safety belts Volvo pioneered. These safety belts are one of many items for which you have to pay extra on many cars but which, in the case of Volvo, are standard equipment. The items include heater, headlamp flasher, cigarette lighter, two-speed wiper, screen washer, map-reading lamp, radiator blind and three-position adjustment for the back of the front seat. In the UK this version of the Volvo, in spite of import duty, costs only £1,099, Laycock overdrive (as fitted to the car I borrowed) being £77 10s extra. The price I have quoted includes Girling disc brakes and two carburetters; and the only thing that surprised me was that with a car of such quality, leather is neither provided as standard for the upholstery, nor offered as an extra. You can have a drum-brake version of the 1,700 c.c. saloon, with single carburetter, for £997; and there is a £1,227 estate car.

The 1,780 c.c. engine has a compression ratio of 8·5 to 1 and develops 90 b.h.p. at 5,000 r.p.m. It is, in effect, a less potent version of the engine which powers the P.1800 sports coupé, which in Britain costs £1,651 and which used to be assembled here. It still uses a Pressed Steel body. When at the wheel of any Volvo you get the feeling of being in charge of a carefully designed and sturdily built car that is not going to let you down and that is going to last a long time. My test car started easily and in test runs totalling nearly 500 miles the quiet engine did not stall once. The Volvo uses a number of British-built components, including rear axle, clutch and brakes. Considering its performance, it is remarkably economical, giving 25 m.p.g. at even high cruising speeds. With normal driving you can expect nearer 30 m.p.g. One criticism: Why a red light to show that the overdrive is engaged? Red usually spells danger.

Briefly . . .

Motorists who take frequent outdoor meals may like to know of a new picnic set offered by the Simms Corporation at £8 17s 6d including tax. They call it—with no great originality—the Picnic-Master. It looks good and is commendably light and easy to keep clean. It has two zippered compartments: one for the usual picnic equipment, the other for food and drink. . . . I am glad the AA has hit out at British Railways over the Southern Region's decision to increase from 1s 6d to 2s 6d the daily charge at a number of their station car parks on the outskirts of London. It seems to me an odd way of encouraging motorists to leave their cars outside London and complete their journey into Central London by train. . . . Bath Council is to be congratulated on engaging an expert of the standing of Professor Colin Buchanan (author of *Traffic in Towns*) to prepare a plan to ease traffic congestion in the historic Somerset city.

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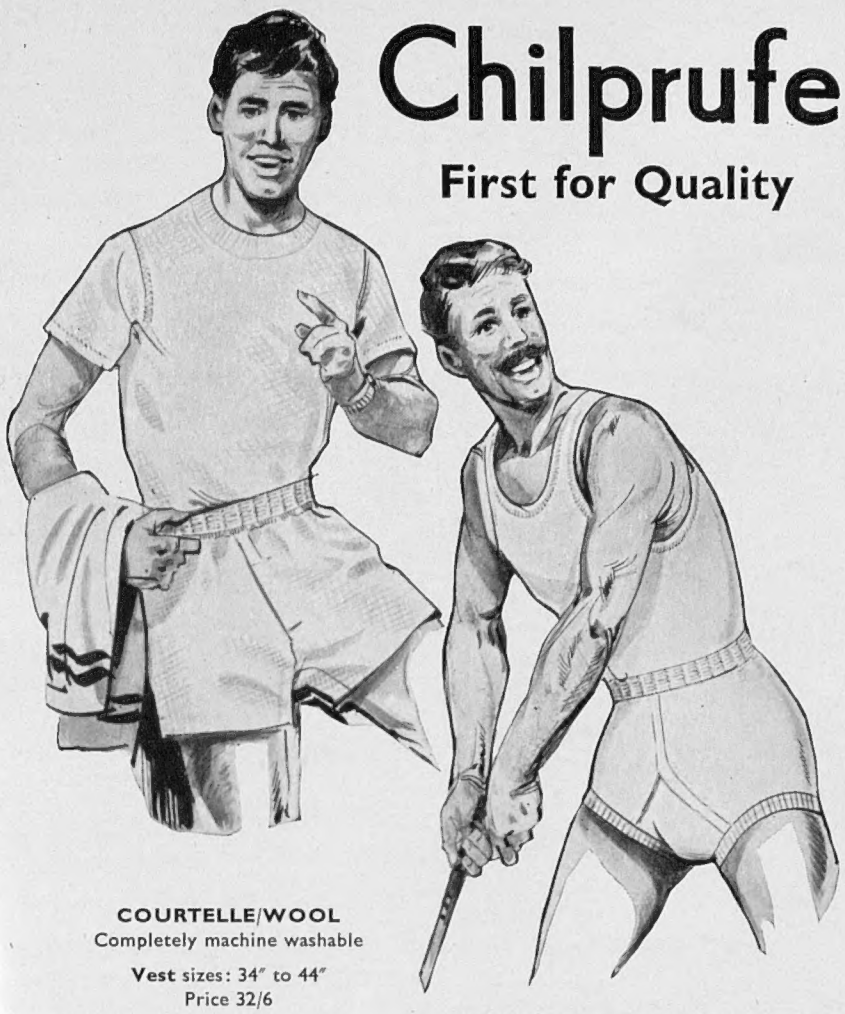

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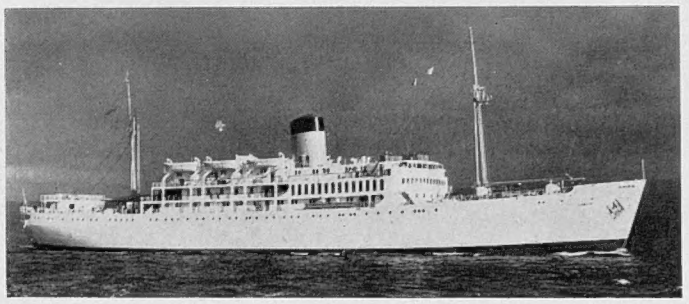

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